15-Year-Old Wins 2 at Riverside!

RODRIGUEZ STUNS!

—See Page 1

MOTOR RACING

Vol. 2—No. 25 (Published Bi-weekly) except last issue of calendar year Los Angeles, Calif. 15c © Oct. 4-11, 1957

—MOTORACING Photo

MI HIJO—"My son!" cries Papa Pedro Rodriguez as he congratulates 15-year-old Ricardo after his spectacular victory in race for under-1500cc modifieds at opening of Riverside International Raceway. He won two races.

FLIP KILLS DRIVER; SHELBY INJURED!

—See Page 1

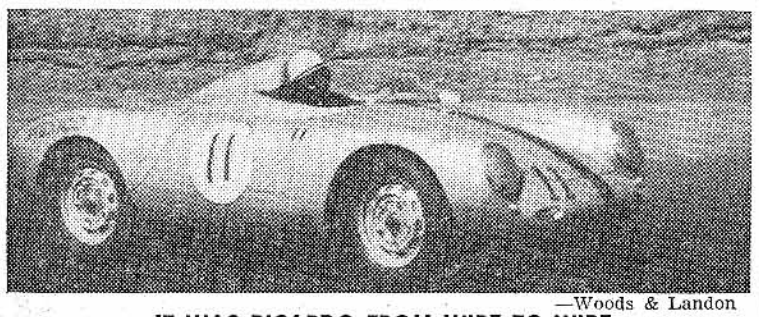
MOTOR RACING

Vol. 2—No. 25 (Published Bi-Weekly) 15c 44 Oct. 4-11, 1957

Rodriguez in Action

—Woods & Landon

BOY LEADS KUNSTLE THROUGH TURN 6



—Woods & Landon

IT WAS RICARDO FROM WIRE TO WIRE

—MOTORACING Photo

HE GETS THE CHECKER FROM ARNIE CANE

—Pedro N. Rodriguez

MAD RUSH TO SEE THE BOY AT FINISH

15-Year-Old Race Victor

BY GUS V. VIGNOLLE
MOTORACING Staff Correspondent

RIVERSIDE, Calif., Sept. 22. — One of the greatest sensations in the history of West Coast sports car racing was created here this week-end by an incredible 15-year-old Mexican boy whose marvelous driving technique was known only in the U. S. to readers of MOTORACING.

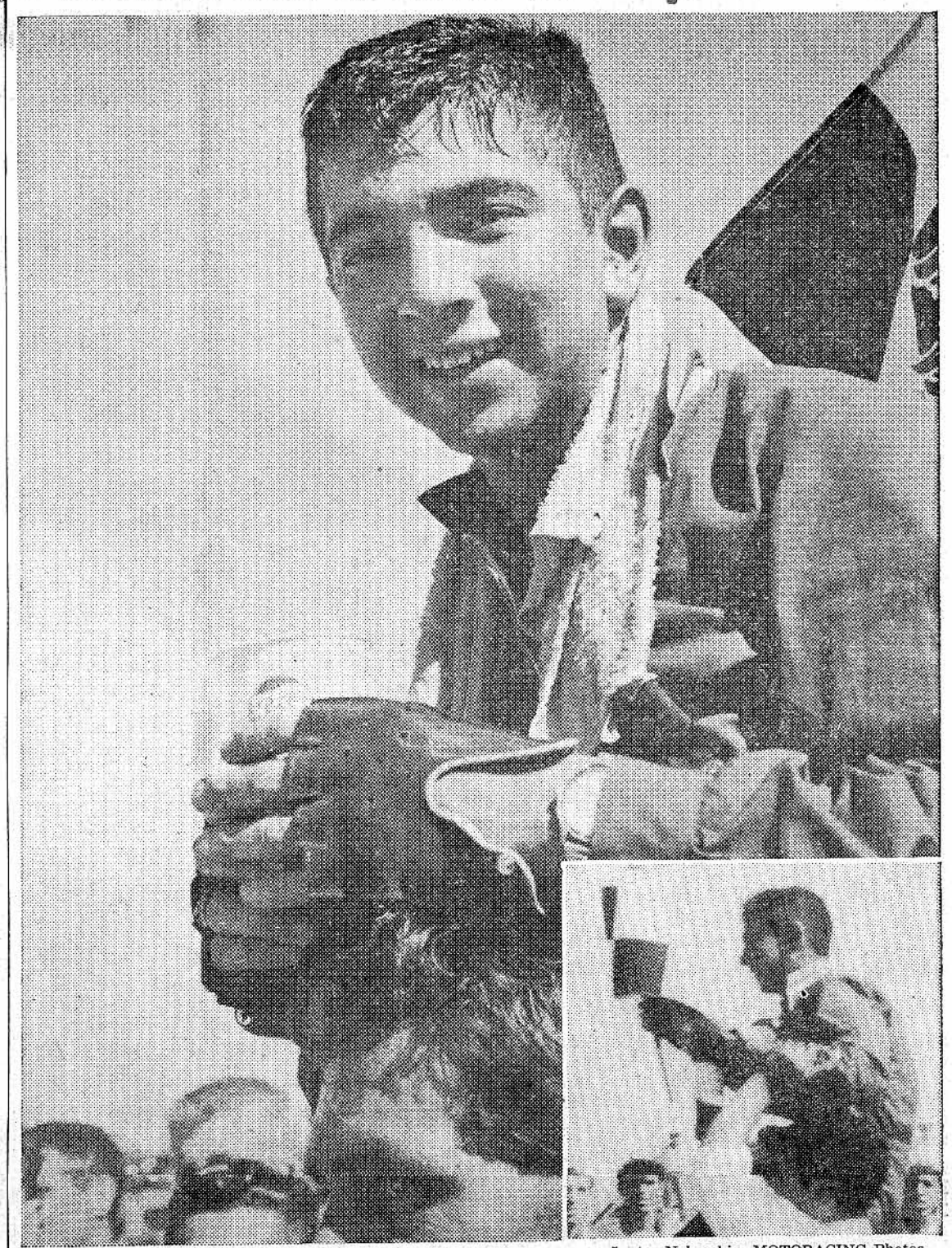
He is happy-go-lucky, prank-playing Ricardo Rodriguez, of Mexico City. He stole the show and turned out the unquestioned hero at the christening of what is probably America's largest road racing circuit—the 3.27-mile, 9-turn Riverside International Motor Raceway over hill and dale.

Complete Race Charts—Pages 6-7-8
Fastest Times for All Cars—Page 6
More Photos—Cover and Page 5

Racing a Porsche RS Spyder for the third time, the boy won yesterday's under-1500cc 6-lapper for modifieds, and to prove that it was no fluke, came back today to snare the 1-hour Riverside

(Continued on Page 3, Cols. 1-2)

Ovation for Mexican Boy Wonder



—Lester Nehamkin, MOTORACING Photos

VIVA MEXICO!—After his smashing 13-second triumph over Jean Pierre Kunstle at Riverside inaugural, Ricardo Rodriguez, the 15-year-old "Mexican Meteor," was hoisted on shoulders of mechanics and cheering aficionados and given a victory tour. He drove Porsche RS and was winner both days of meet in under-1500cc race for modifieds. The same thing happened the week before (inset) at Torreon, Mexico, where the youth walked away with major honors.

Carroll Shelby, Cyclist Hurt

Injuries Fatal to Driver

The death of a driver and injuries to two others marred the opening of the $800,000 Riverside International Motor Raceway, near Los Angeles, when the California Sports Car Club staged a program of sports car and motorcycle races Sept. 21-22 over the 3.27-mile rolling course.

Funeral services were held last week for John Lawrence, 37, Pasadena auto body shop owner. He died of head and other injuries Sept. 22 at Riverside Community Hospital.

Driving Bobby Brigham's MG-A, Lawrence overturned on turn 6 and was pinned beneath the wreckage. The car, competing in the first race of the day for production MGs, did not have a roll bar.

72 STITCHES

The day before, during the first lap of the practice session, Carroll Shelby, last year's National SCCA champion in the unrestricted class, smashed John Edgar's potent 4.5-liter Maserati into the bank, also at turn 6. He suffered facial cuts that required 72 stitches and plastic surgery.

—Marvin Reichler

JOHN LAWRENCE
Riverside Flip Fatal

Cartilages on his nose were pulled loose.

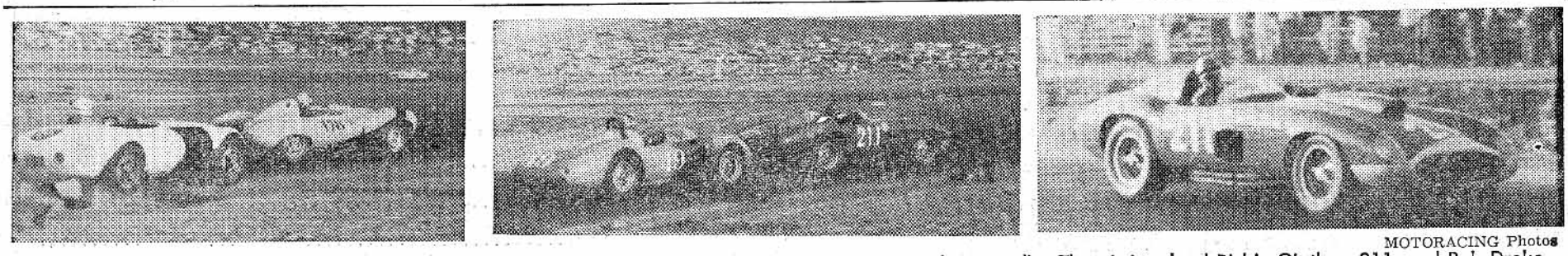
He is now at his home in Dallas on the way to recovery.

The other casualty was Donald Billie, 21, of Ontario, a motorcycle rider. He was critically hurt when he crashed into the guard rail, missing turn 1 on his Norton Manx during Saturday practice. He suffered a fractured skull and was unconscious for 4 days. He regained consciousness last Friday, and he appear-

PLEASE HELP

Friends of the victim request that sports car fans support a special fund to aid his children. Fund donations should be sent to Lawrence's close friend and fellow-driver, Frank Monise, 90 No. Santa Anita Ave., Pasadena.

(Continued on Page 9, Col. 2)



MOTORACING Photos

TWO FIERCE duels featured the over-1500cc headliner for modifieds at Riverside Raceway opener. In early going it was between Chuck Daigh and Pete Woods, 178 (left panel). Then it involved Richie Ginther, 211, and Bob Drake, **49** (center). At right: Ginther, **4.9** Ferrari, eventual victor. He averaged 85.15.

• Racing Pow-Wow

By Maury Powell

$1,500 MOSAIC AT BSI GETS MUCH ATTENTION

SOUTHERN CALIFORNIA'S heavy influx of sports cars has created an overwhelming demand for various and sundry parts and accessories.

Many businessmen have surveyed the imported car field, but have quailed at the thought of sinking any sizable investment into what might turn out to be a passing fad, or enter a venture whose sources of supply are continually at the mercy of warmongers.

Not so with four Southlanders who have unfaltering faith in the future of imported car activities in the United States in general and on the West Coast in particular.

This quartet includes Robert Brigham, Sr., Randy St. John, Robert (Bob) Brigham, Jr., and Dale Runyan.

We who pilot imported autos are beholden to them for sinking well over $100,000 into an operation that assures us of a tidy stock of parts ranging from gaskets, water pumps, spark plugs and oil seals to windscreen washers, pistons, headlamps and scads more replacement parts whose absence in the past have kept more darn cars garaged than the toll from "freeway" travel.

The Brigham-St. John Inc. warehouse on Melrose Avenue bulges with more than 5000 items for 40 different models of imported

—MOTORACING photo

DALE RUNYAN—BOB BRIGHAM—RANDY ST. JOHN

autos. Only recently the boys acquired an addition of 3000 sq. ft., doubling the former capacity.

An unusual item I'd heard about lured me there for the first time the other day. The BSI's retail outlet adjoining the wholesale shop, is called the Runyan division, but I wasn't interested in the array of chromed gearshift knobs, seat belts or rear-view mirrors.

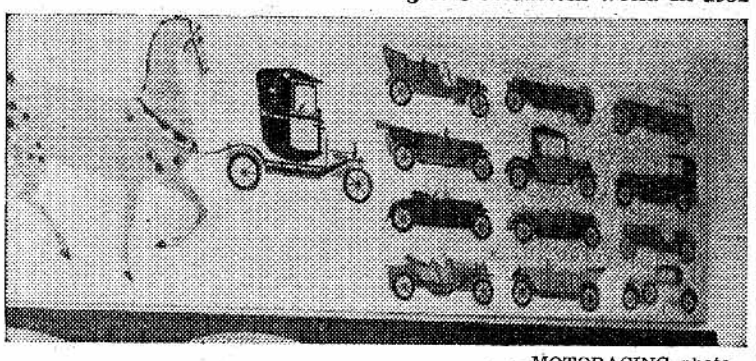
It was a mosaic, a thing of beauty extolled to me in peans of ecstacy remindful of the time my 7-year-old Doug discovered our Marilyn Monroe serving tray adorned with that certain calendar pix of her.

A Los Angeles gal named Judy Brubaker created the 7 ft. x 30 in. mosaic which depicts the transition from horse to horsepower. Some of the classic cars Judy's used include the Stutz Bearcat, Jordan Playboy, 1917 Moon, SS100, 1912 Mercer Runabout, Brewster Landau, Victor Page, 1906 Windsor, Pierce-Arrow and others, 12 in all.

"Bet you were surprised to find this sort of thing in here," chortled Dale Runyan, boyish 35-year-old ex-Texas Panhandle cowboy. "We claim to being the only retail store with a complete line of parts and accessories for imported autos, and I guess you could say Miss Brubaker's $1500 mosaic is like the whipped cream atop a sundae." he smiled.

Made MG and Jag Fiberglass Tops

Runyan is probably the original chap in sports car accessories locally, having started back in 1947, which even antedates a TC. He was running a top and seat cover shop, employing 22 persons on Santa Monica Blvd. and handling lots of custom work. In 1952



—MOTORACING photo

HERE'S VIEW OF INTRICATE MOSAIC

Dale began manufacturing various items for Bob Roberts, MG pioneer hereabouts, and also originated fiberglass tops for MG and Jag.

Two years later Dale was victimized by that fatal double-play, over-expansion and a slumping market. After selling out his accessory program to American Carry Products Co., which makes forgings and castings for Boeing and Rohr, Runyan joined BSI in the Spring of 1955.

A resident of Studio City, Dale is happily married and daddy of a newborn son, Dale, Jr.

About the time Dale was commencing a lengthy discourse on the lad's potentials as another Fangio we were happily interrupted by Bob and Randy, who spirited me away for a quick tour.

"I want to tell our readers about you chaps, people, not auto parts," I interposed. "Is there anything so lacklustre as Kolbenschmidt pistons, Borg and Beck clutches, Reinz gaskets, Girling brake parts or Vandervell bearings?"

As we marched down corridors between racks of stuff I learned that Randy, whose title is General Manager, was born in London 30 years ago, coming to America at the age of 13. His family settled in Southern California and Randy ultimately attended UCLA's

(Continued on Page 4, Cols. 4-5)

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:

725 N. Western Ave., Suite 14
Los Angeles 29, Calif.
HOllywood 2-6388

For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L.A. 8; or phone AXminster 2-0287. Ask for Joyce.

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LETTERS to the Editor

LAY OFF THAT MAN!

I do not wish to enter into the argument you and your competition are mushing over about Ken Miles, as I am not filled in on all the details. I have recently obtained a subscription to your paper, and have also picked up the latest issue of aforementioned competitor. You both give fine coverage of all the latest races and seem to have fine staffs, so although I realize you are both exercising your freedom of press rights, I think your paper would be much more interesting if your staff didn't try to run down your competitor and arch enemy Ken Miles like a bunch of children.

I haven't seen Ken Miles run against really hot competition but I do think he is a good driver, as Frank Monise, Bob Drake et al are no slouches. I believe if he were allowed to run in SCCA competition it would be much more interesting. My main ambition is to someday be able to drive in sport car races, and I don't mind saying publicly that Ken Miles would probably be my first choice (with Phil Hill and Richie Ginther running a close second) as to who I would like to have as my instructor in teaching me to drive an effortless race.

May I urge you to spend more time in bringing your readers interesting sport car news and perhaps a feature article occasionally instead of running down a fine driver. After all, Ken Miles is trying to be a good sports car driver, and a good officer of the CSCC, so is probably doing things he thinks are right. He is not running in a popularity contest.

Ken Eppler
Glendale, Calif.

P.S.—Don't let the above give you the wrong idea. I enjoy your paper very much but feel your reader's opinions are helpful in your issues of the future.

LOOKING FOR KERMIT

Please tell me where I can locate Kermit Pollock, the man who was going to build the $12,000,000 race track at Ontario? I took some photos of the place, but never received a check.

Birch Kane
Pomona, Calif.

BOOZE OUTLET

Who can I contact to arrange a concours at my eating place and bar?

Simon's Wine and Beer House
Turlock, Calif.

CYCLISTS GRATEFUL

We all thank the California Sports Car Club and the Riverside track owners for the opportunity of competing at the course opening. We, of the Grand Prix Club, feel that the International Raceway is one of the most fabulous accomplishment in the sports field this country has ever had. Our hat's off to a group of fellows with foresight and courage.

Eugene Wise
President, American Assn. of Grand Prix Riders.

MORE CHEERS FOR WILSON

We all read your MOTORACING and enjoy it very much. Liked the comments on the Socorro race by Tom Wilson, too, which we attended.

Trust you will be able to run the enclosed Roswell club event, as we hope to build up this area and we want all to know that we wish to cooperate with any worthwhile cause.

Bill Hart
Roswell Imported Cars
Roswell, N. M.

BEEF ABOUT TAB

I enjoy the most up to date sports car news offered and with my second year's subscription I have a question.

I wonder why Cal Club raised the general admission fee to $3 at Pomona and when is it gonna stop? In 2 yrs. it's gone up to double of what it was. SCCA hasn't gone over $2.50 and had been also sanctioned by FIA from France and Cal Club is supposed to be well off—need no sponsor ,etc.

Also I think the articles about Grand Prix racing are really good and expressed well. Thank you for MOTORACING.

Charles E. Green
Venice, Calif.

Editorial

On the Vital Subject of Roll Bars

MOTORACING HAS BEEN insisting that roll bars be made mandatory. But, in many sectors, the cry has fallen on deaf ears. Many sports car drivers, most of whom handle production mounts, and officials have scoffed at this. "Ridiculous" is their idiotic rejoinder.

Following the death of John Lawrence at Riverside, Leonard Pruyn, of Redondo Beach, Calif., sat down at his typewriter and wrote us one of the best letters ever received by this publication. It is reprinted here in its entirety:

450 Palos Verdes Blvd. - Apt. No. 4
Redondo Beach, California

Dear Mr. Vignolle:

Another human being, John Lawrence, age 37, was killed at a sports car road race on September 22, 1957 because he did not have a roll bar. It is doubtful that John Lawrence wanted to die. It is doubtful that his wife and three children wanted him to die. He died unnecessarily. His death contributed nothing to the sport of motor racing which he loved. His death is a shame to all of us.

The human error which caused this man to leave the road on Turn Six at Riverside Raceway was part of the calculated risk John Lawrence took in participating in his sport. His gas tank could have exploded; he could have been hit broadside at the driver's seat by another car and crushed to death; he could have followed his car in the endless tearing flips which could have utterly demolished any car or any driver. This was the risk he took. This is courage.

John Lawrence did not die because of too much courage or too much human error. These things would probably have given him a broken arm or a broken nose at worst. He died because he did not have a roll bar—because he did not have the knowledge to know their value—because he was unwilling to part with the sixty dollars which could have saved his life—because the California Sports Car Club has not yet made roll bars mandatory for ALL production and modified cars. Because, in short, sometimes men must have laws to make them do today what they are likely to procrastinate about until they are dead.

SUCH TRAGEDIES CAN BE PREVENTED

Some men have described courage as the conquest of fear. It seems likely that Chick Leson's spectacular crash at Arcata is reason enough for the fear. Leson is alive because he had a roll bar, a good helmet, a seat belt and lots of luck. The responsibility for the death of John Lawrence is in the hands of Ken Miles and the management of the California Sports Car Club. They had only to sign a piece of paper to prevent a stupid, senseless, shocking tragedy.

Will the day ever come that the CSSC will spend as much time in investigation of accident statistics and characterists, the possible desirability of shoulder harnesses (would a shoulder harness have prevented Carroll Shelby from smashing his face?), improved airport courses rather than the tree-lined Pomonas and Paramounts, mandatory fire suits (Lou Brero), improved spectator protection (cars into crowd at Pomona)—as it does in surveying new road courses through the Sequoia National Forest and along Highway One?

WHY SHOULD SPORT BE DEGRADED?

They say that some men have jumped out of airplanes without parachutes and survived. They say that some men have jumped with parachutes and brained themselves nonetheless. Should the Air Force then make ejection seats and parachutes optional? Is a mountain-climber any less courageous because he has a rope and Alpenstock? Isn't the object to climb the mountain and survive, rather than to climb the mountain and die? Can Russian Roulette be any fun when all six chambers are loaded?

God pray for the day when we elect men to high office who are noted not for their driving or their smiles or their wit, but for their intelligence and charity and love of their fellow men! If mandatory roll bars will save one life out of ten, they have my vote. Motor racing is a fine sport—a great and honorable sport. It does not deserve to be degraded to the level of a Gardena Stadium circus.

Sincerely,
(Signed) Leonard Pruyn

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• Vignettes

By Gus V. Vignolle

RODRIGUEZ EASILY THE HERO AT RIVERSIDE

(Continued from Page 1)

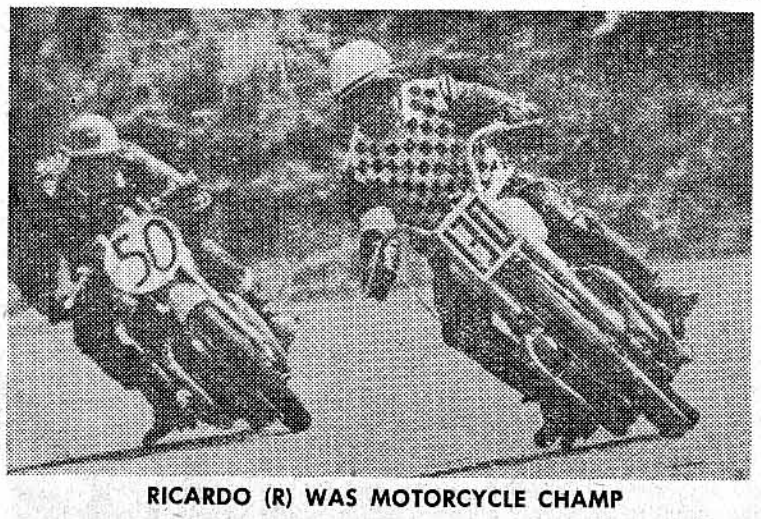
Trophy semi-main for the same category. Yesterday, he averaged 80.8mph, today 84.3mph.

Seldom has a sports car pilot been accorded the ovation given this lithe youngster, whom this observer had seen race twice this year in Mexico—at Avandaro and Torreon—and each time gone into ecstacies over his natural driving talent.

In the last issue we said the U. S. should get a glimpse of Ricardo—that it would be a real treat for Americans to watch "El Chamaco" (the kid). A roaring crowd of 27,500 today testified to that. As in Torreon 3 weeks ago, he was mobbed. He was hoisted on the shoulders of mechanics and admirers and given the grand tour. He was besieged by autograph seekers.

Actually, he didn't set any records, for there is just so much you can get from a Porsche RS. But it was his timing, precision and calmness that earned him an accolade from veteran and championship drivers who watched him.

He beat a truly fine driver by 1 second yesterday—Bob Drake, in a Cooper Climax. And today he took the measure by 13 seconds of one of the most rugged Porsche pilots in the country—Jean



RICARDO (R) WAS MOTORCYCLE CHAMP

Pierre Kunstle, who with Ken Miles was 9th overall, 2nd in class and 2nd in index at the last 12-hour Sebring classic!

Miles, probably America's No. 1 under-1500cc pilot, did not compete. He was forbidden to drive John von Neumann's RS when the latter cabled from Europe that his cars be kept inactive until his return.

Many said he was lucky that directive had come through, while an equal number maintained the boy would not have stood a chance with the Briton. Miles had beaten Rodriguez handily last May at Puebla, Mexico, but Ricardo had just secured the Porsche (he previously drove a 1500 OSCA) and had only 2 hours of practice with the German machine.

The big 1-hour Los Angeles Cup Race for over-1500cc modifieds today was won by popular Richie Ginther, of Santa Monica, behind the wheel of John Edgar's 4.9-liter Ferrari. He scored after Chuck Daigh, long-time leader in the Ford-powered Troutman-Barnes Spl., blew a tire and later was black-flagged off the course, and Drake, in Frank Arciero's 4.9 Ferrari, lost the lead 2 laps from the finish when he left the road on turn 1.

Ritchie Ginther Averages 85.15 MPH

Ginther averaged 85.15mph for the 26 laps.

But back to the week-end's highlight—Rodriguez. Kunstle did not race yesterday, Skip Hudson having busted up the RS in a practice lap. Drake, in Joe Lubin's Cooper; Jack McAfee, in Stan Sugarman's RS, and Joe Playan, RS, formed the opposition.

Ricardo bolted into the lead and stayed there for 4 laps, followed first by Playan and then by Drake. One of his rare miscues was gearing from 4th to 3rd going into turn 1 (the only one he actually feared, despite the trouble others had on 6).

Drake took the lead, and was in the van the 5th time around. Then came Rodriguez, McAfee, Playan and Ignacio Lozano, in a class G Lotus. But halfway along the long 1.1-mile back straight, Rodriguez, hitting around 135mph at 8000rpm, flew past Drake to win by 1 second.

Kunstle's car was rushed to Los Angeles and repaired in time for the big Sunday race. The pit weisenheimers began feeling sorry for the boy, racing against men 2 and 3 times his age.

Ricardo was off like a rocket from his front-row grid post—and stayed there for 25 laps! Unless you are a student of driving technique and savor a flawless performance, the actual race offered little in the way of interest. In fact, it was no race.

Following for the first 3 tours were Playan, Kunstle, McAfee and Drake. On the 4th Kunstle moved into 2nd, but he changed positions with Playan a lap later. On the 6th, the "Swift Swiss" again was second, where he remained until the end.

Overheating, Drake's Cooper was forced out on lap 7, and from that point on there was no change in the 1st 5 positions.

Rodriguez' fastest lap was No. 10—2:17.5. That was when he hit 137.19mph through the traps at the end of the 1.1-mile back straight. This was the 12th fastest time of the 2-day meet from among 114 cars driven by men and 13 by women. It was the best under-1500cc time. Ginther, in the 4.9 Ferrari, was No. 1 with 150.50mph.

Rodriguez Boosts Margin Over Kunstle

Commenting on Ricardo's 2:17.5 lap, observers said that Miles' fastest tour in practice was only 2:21, although anyone cognizant of the latter's driving skill knows he could prune this 'way down, especially in competition. (Rodriguez' complete lap times for the 2 days are listed on Page 9.)

At the halfway mark, Ricardo led Kunstle by 4 seconds, and this margin practically doubled on the 16th lap, when Kunstle went off the course momentarily. It was no contest from there on in.

He lapped everyone except Kunstle, Playan and McAfee.

There were only 2 double winners—Bill Love, AC Bristol, in

(Continued on Page 10, Cols. 1-2)

Riverside Technical Analysis

Beautiful Driving by Rodriguez

BY E. FORBES-ROBINSON
Noted Australian Production Car Driver and Former Journalist

In the under 1500cc event at Riverside, the winner was little, 15-year-old Ricardo Rodriguez, as smooth a driver in a race car as we have seen in a long time.

After figuring out the course as to braking points and gear changes for the corners, he drove absolutely to a pattern—as one would expect of such drivers as Fangio and Moss. We observed this young lad on many corners over the race weekend, and were amazed at the quickness with which he mastered the different corners on the tricky Riverside layout.

In coming into corners, such as turns 7, 1, etc., Ricardo waited until the last possible moment to apply brakes in order to enter the corner smoothly. He applied the brakes at exactly the same spot every lap. He down changed at the same spot every lap, and if necessary, his second braking and down change, as in turn 9, was at exactly the same spot. This happened lap after lap.

Since he has exceptional speed judgment in a corner, he applied the accelerator at exactly the same spot every lap, and changed up at exactly the same spots.

BEAUTIFUL DRIVING

It was beautiful to watch—the way every race driver and the way every road race driver should drive. Each and every corner of any race track has a pattern of maximum braking, down shifting, placing the car for maximum acceleration out of the corners, and up changing. The driver who makes the last number of mistakes—and Ricardo made very few—will usually wind up in the winner's circle, which he did.

In the over 1500cc, again we have a driver, Richie Ginther, driving to a pattern. Richie is becoming smooth as silk behind the wheel of a fast motor car. His pattern of braking, down-shifting, without any deviation at a speed with which he knew his car would last, won him the race.

Chuck Daigh and Pete Woods were out in front, battling like crazy for the lead. While this was going on, both were overstressing their cars, and on the Riverside course this will never pay off.

STEADY LAP TIME

Richie was running about 8 seconds a lap behind them and holding a steady lap time, and not overdoing anything that would cause his car to come apart. When Woods finally retired, leaving Daigh out in front, the terrific pace already had taken its toll on the Troutman-Barnes Special; so when Chuck pulled into the pits, Richie moved into the lead.

Bob Drake, who had been moving up steadily behind Richie, was driving the 4.9 Ferari very hard. Coming down the main straight Bob passed Richie going into turn 9. This put Bob into the lead. We were wondering whether his car would last at the pace he had been driving when he settled this very quickly by spinning out on turn 1, leaving Richie, who at no time during the race had changed his pace, to go on and win.

Bouquets this week go to Dan Gurney for the excellent performance he put up driving Cal Bailey's Corvette.

CALENDAR

OCTOBER

5-6—San Francisco SCCA road races, Sacramento, Calif.
5-6—San Diego SCCA Julian Apple Days hill-climb, concours and gymkhana.
5-6—Atlanta Reg. SCCA races, Gainesville, Ga.
6—New England Reg. SCCA road races, Thompson Raceway.
6—Washington, D.C. Reg. SCCA road races, Marlboro.
6—Detroit Reg. SCCA road races, Saginaw, Mich.
19-20—New York Reg. SCCA road races, Thompson Raceway.
19-20—San Diego SCCA road races, Hourglass Field, San Diego.
26-27—Washington, D.C. Reg SCCA road races, Danville, Va.

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

LOOKS LIKE ANOTHER HECTIC YEAR UP NORTH!

DEAR GUS:
The San Francisco Region of SCCA, at a recent meeting, nominated officers for the coming year. Officers will be elected by a mail ballot and will take office in November. This is a new procedure, since it was found that the usual January date is rather short notice to prepare for the early spring races.

The nominating committee (Ted Rothermel, Bill Breeze and Bill David) presented a slate that was accepted without opposition. After the nominations were closed, the boys began to warm up, recover from shock and in an unprecedented move the nominations were re-opened. Then everybody got into the act and everyone and his brother were nominated.

If the boys were professionals, it could be assumed that it was a publicity stunt. After everybody who had the strength had made a nomination and the nominees who were recognized by the chair had declined, a final slate was listed for the mail ballot. Some of the candidates were not present to defend themselves, so there will probably be some changes after all precincts have been heard from. Chairman John Luce had emphasized that no one was to be nominated without his permission but the political hysteria soon nullified this sage advice. Now we know what is happening down in Arkansas. After the smoke settled, the nominees were as follows:

Regional Executive, Clark McCartney, Kjell Qvale; Secretary, Dick Newhall, Edith Field; Treasurer, Rod Aya, Wayman Bradley; Activities, Bill Cleghorn, Nadeau Bourgeault; Membership Chrmn., Jim Lowe, Ted Rothermel, Leon Taylor; Directors (2 elected), John Luce, Art Morse, Elmer Voto, Chick Leson, Marye Jayne Rothermel, Stan Peterson.

There are several factions in this line-up and unless a solid slate emerges triumphant, it appears that the S.F. Local is in for another hectic year. One more year of friction among themselves and also with SCCA National and S.F. Local will be back to sponsoring Sunday tours.

★

OPERATION POP-SKULL

We don't know whether Chick Leson's whing-ding at Arcata had anything to do with it, but shortly thereafter Jim Kimberly assembled a Medical Advisory Committee and called a meeting in Chicago. With Dr. Paul Wallace, of Florida, as chairman, and with Dr. George Snively and six other members selected geographically, this group met and passed on several recommendations to Ed Walsh, chairman of the helmet committee.

These recommendations are not binding but it seems to be the concensus that their decisions may become final after the big wheels of SCCA have mulled them over. It may come to pass that the Snell Foundation's helmet findings may become a National mandate and the S.F. Region was not too previous after all.

★

RACING FOR FREE

Gus, I see where some of the SCCA regions are having an unforseen problem with their drivers' schools. It seems that a multitude turn out for the schools and for five bucks they have themselves a bash. Then when a race comes along these drivers are conspicuous by their absence. Why beat up the family crate with racing when you can get it all out of your system with a practice session?

In spite of all the idealistic theory expounded on such deals—there are always some sharpies who figure out the angles to defeat the original purpose of the schools. There are many ways to beat these sharpies and no doubt there will be a few new rules covering the present rash of novice driver schools.

★

If you close that deal, I'll know that you have been wearing the wrong kind of helmet on that Wilshire run.

With best regards,
tom wilson.

Beauregard-Cole Win AHOC Rallye

Sanctioned as an open event by the SCCSCC, the Austin-Healey Owners Club's 2nd Anniversary Rallye was won by the duo of Beauregard-Cole, Long Beach Douglas Club. Driving a TR2, they won with an error of 5:47.

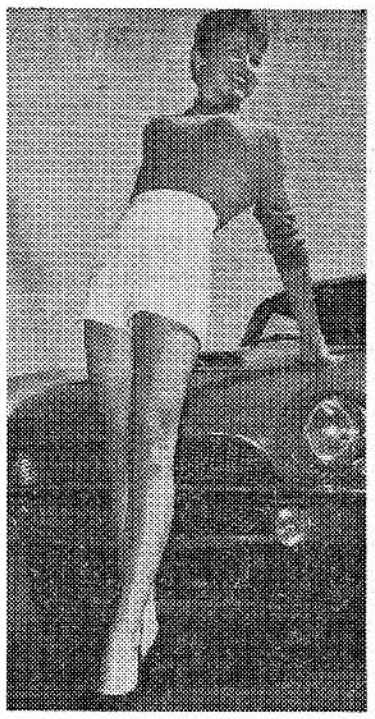
Part of the 400-mile route in 3 counties was obstructed when fire broke out in Lyon's Canyon. Second were Kenyon-Taylor, San Diego SCC, Porsche, 6:33, and third, Guess-Johnston, Northrop SCC, A-H, 7:05. Team prize went to Northrop, followed by Santa Monica FCCA. Fifty-two cars completed, and 35 trophies comprised the awards. Dick Murray was rallyemaster.

Warren Snares Cobb Mt. Climb

HOBERG'S HOT SPRINGS, Sept. 29—Fritz Warren, gunning a Chrysler Imperial, dusted off the imports here today in the 6th annual Pacific Coast Championship Cobb Mountain Hill Climb near here.

Warren's time was 2min. 26.3 sec. Jimmy Hughes was second in an 1100cc Lotus, while Gene Colanchini, Corvette, nailed third. The meet attracted 125 entries and despite intermittent rains there were no mishaps.

Los Angeles was represented by a Morgan team, with Lou Spencer winning Class E laurels on the 1½-mile course.



—Bob Ferguson

LOVELY JOAN SAWYER, of the Douglas Sports Car Club, will rule as queen when the DSCC presents the Desert Rallye III Saturday

Desert Rallye Decides Title

All the elements of action and drama are wrapped up in the Douglas Sports Car Club's Desert Rallye III, which will determine the 1957 So. Calif. Council of Sports Car Clubs championship. The event will be held Saturday and Sunday, Oct. 5-6.

Any one of four rallye teams could win the coveted title.

A 1st or 2nd for Dick Pieper-Charlie Schuman, Hughes Sports Car Club, would give them the crown. They are currently 3rd with 102 points. Finishing in the 1st five could earn the title for Walt Glassett-Don Morrow, Lockheed SCC, now 2nd with 111. Bill Hanna-Dick Flude, Northrop SCC, tied for 1st with Frank Fleming-Dick Marechal, Douglas, at 113, could win by finishing in the 1st seven.

If these tandems run out of those positions, Fleming-Marechal win the crown. This duo is not allowed to run in this rallye, since rules prohibit members from vying in this annual championship event. In this go they are classified as sitting ducks.

Douglas again promises a top rallye this year, under the direction of its popular president, Charlie Tillitson. Frank Fleming, the perennial rallyemaster, comes up with the scenic route through valleys, mountains and into the desert to Palm Springs.

Starting point is Hollywood Bowl's main parking lot, with the first car moving at 7:30 a.m.

Racing Pow-Wow

(Continued from Page 2)

School of Banking and Finance, where they teach Bruins what to do with the green stuff such as the variety brought in thanks to Red Sanders' gridders.

"We opened shop in June of 1954 and everything's been lovely ever since," tall, handsome Randy said. "We plan branches in other cities on the Coast before long." He was indoctrinated for 1½ years at British Auto Parts before striking out on his own with BSI.

"I'm not the one for racing, but Bobby here certainly is," said Randy. "Check that case full of his trophies. While I'm in the pits peddling parts this lucky stiff is on the track collecting cups," and pointed to a glassed display containing a swarm of hardware.

The 26-year-old Brigham modestly shrugged off the compliment and indicated his three years of competition had "been a ball."

Brings Back 220S Convertible

"The real driver hereabouts is my dad," beamed Bob, opening the door into an upstairs office. "Meet the President of BSI."

The elder Brigham acknowledged our greeting with a broad smile and an invitation to inspect the Mercedes 220S convertible he'd just brought back after a European tour. Originally from Boston, he's a long-time auto enthusiast who's developed a keen interest in the imported buggies.

I learned he was a former engineer at AiResearch and is now in semi-retirement.

En route to the adjoining parking lot we scooted through the shipping room, noting the tidy manner of the area and neatness with which R. T. Buckler attended to the processing of material.

Out onto the lot, I spotted the sleek lines of the 220S convertible quickly and dang near decided upon a Shanghaiing attempt. Had the odds been any less than 3-1 I'd perhaps have tried it.

After scrutineering was concluded we filed back to the office for a last verbal go-round. "Please tell your readers BSI will try to the best possible service organization of its type, and we'll attempt to have at all times the most complete data covering all European cars," emphasized Randy.

And we don't hang up on 'toughies,' we'll check with every available source if we don't have the desired item," stated Brigham, Sr.

"We're proud of our well-trained, intelligent staff, always ready to assist with all problems regardless of time or money involved," chimed in Bob.

"Since you have so many out-of-state readers, we want it known that telephoned inquiries will be courteously handled, and in cases where we do not stock an item, we'll relay the call to the proper firm," Dale delivered.

Having jotted down all the commercials with my four-words-per-minute shorthand in longhand, I got out of there. Fast. I kept remembering that $1500 mosaic, and thinking that the neighbors on Camellia Avenue in Temple City would dearly love to have me effect a trade for the Triumph. Fast. To them, TR stands for Terrible Racket.

Introducing THE 1958 ELECTRON . . .
THE ENTHUSIAST'S CAR
FEATURING: Fantastic Cornering, Unbelievable Stopping Power, Lively Acceleration. (With a pleasing brisk exhaust.)
Come in for a demonstration ride, bring your pencil to check off our claims!!! Here is Economy, 30-37 MPG), Distinction, and that sport soul satisfying handling. Equipped with the amazing Coventry Climax engine.
Standard Equipment Includes: Disc Brakes (front), Tonneau Cover, Michelin X Tires, A great Class G production competition car.

Specifications		Performance	
Engine	67 cu. in. 84HP, 6900 RPM	Stopping	Unbelievable
Wheelbase	84 inches	Top speed	105 to 110 MPH.
Weight	1120 lbs. (dry)	77 MPH in ¼ mile	in 17.8 sec.
Steering	1¾ turns lock to lock	37 MPG	at hiway (legal) speeds
Independent suspension	4 wheels		
50/50 wt. distribution	w/driver		

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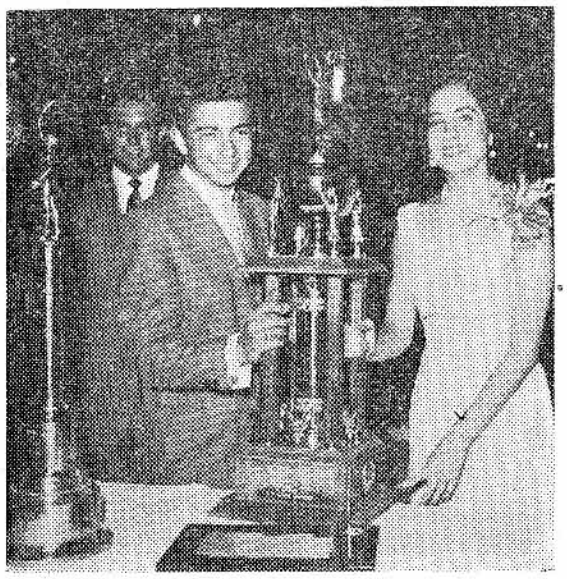
A FUN WEEK-END.
SPORTS CAR CLUB OF AMERICA
SAN DIEGO REGION INVITES ALL RACING ENTHUSIASTS TO COMPETE IN
6th ANNUAL TORREY PINES SPORTS CAR RACES
ON HOURGLASS FIELD, SAN DIEGO, CALIF.
OCT. 19-20, 1957
Races Open to SCCA Members and Holders of Recognized Competition Licenses of Other Clubs
Open to All Classes of Cars
Entry Fee $15—This Includes All Drivers, Whether SCCA Members or Guests—76 Beautiful Trophies, Silver Platters
Race Hq.—La Jollan Hotel, La Jolla, Calif.
Victory Banquet, Oct. 20
(Make checks payable to SCCA, San Diego Region, Inc., 8362 Santa Monica Blvd., Los Angeles, Calif.)

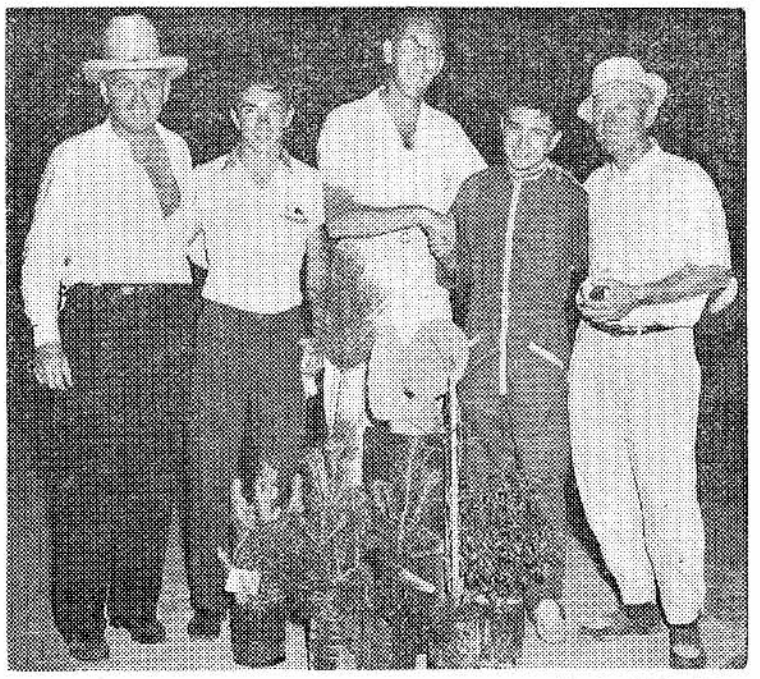
Riverside Hero – Ricardo Rodriguez, 15, of Mexico



—Carlos Covarrubias

—Lester Nehamkin

AT TORREON, MEX., Ricardo is with the pretty queen of the races and the trophies for his resounding victory. The next week it was Riverside, Calif., and here he adds to his collection at the Cal Club banquet. He is congratulated by Ignacio Lozano, publisher of La Opinion.

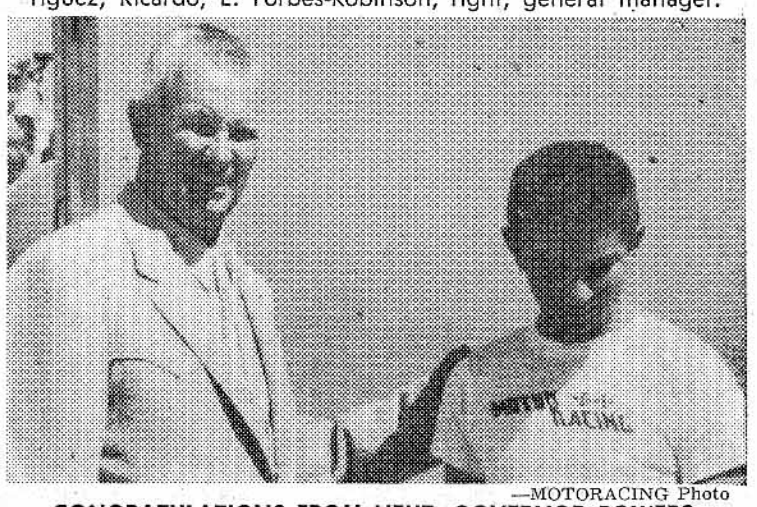


—Lester Nehamkin

WELL-WISHERS presented potted trees and plants to grow with new Riverside International Raceway. Cactus in center was gift of Rodriguez family. Left and center are two of track operators, Steve Mason and Rudy Cleye; others are Pedro Rodriguez, Ricardo; E. Forbes-Robinson, right, general manager.

—MOTORACING Photo

BEFORE RACE—Ricardo with two of the four Porsche RS pilots he defeated, Jack McAfee, center, 4th on Sunday, and Joe Playan, third. Jean Pierre Kunstle was second, 13 seconds back.



—MOTORACING Photo

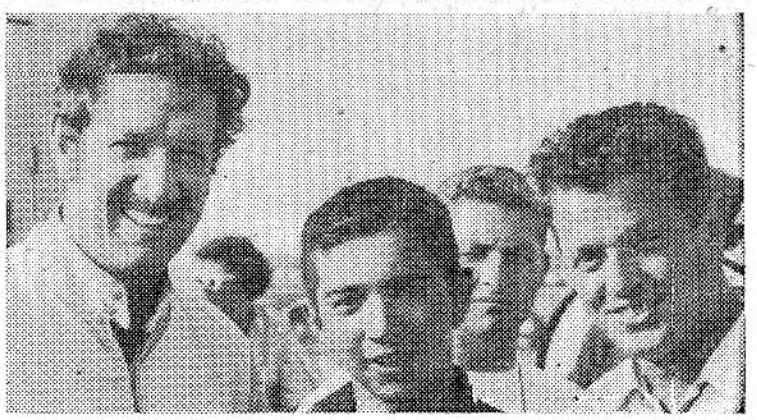
CONGRATULATIONS FROM LIEUT. GOVERNOR POWERS

—Lester Nehamkin

SMOOCH FOR VICTOR—When she regained her breath, Shirley Harrison of Nehamkin Scuderia cried, "He doesn't kiss like a 15-year-old!" Ricardo's brother, Pedro, and papa look on.

—Lester Nehamkin

IN MOTORACING T-shirt, youthful hero strikes pose for one of hundreds of photos taken during two-day race meet.

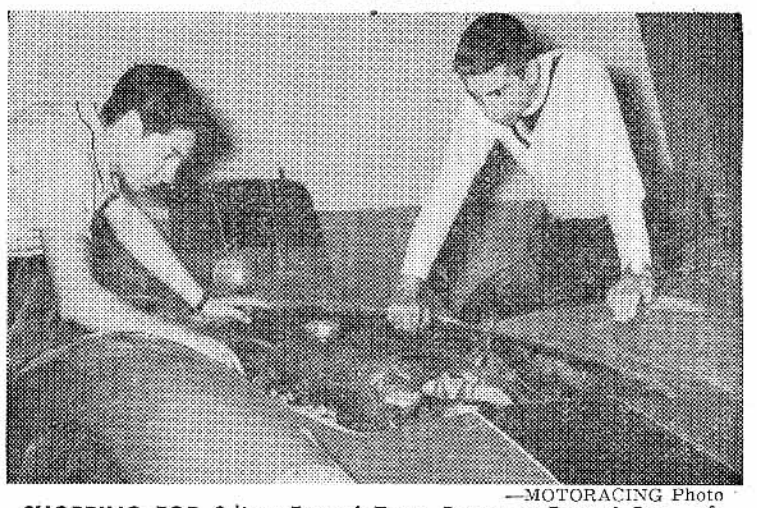


—MOTORACING Photo

WITH ACTOR RICHARD BOONE AND MECHANIC ERHARD ZEDELMAYER

—MOTORACING Photo

AUTOGRAPH SEEKERS KEEP YOUTH BUSY



—MOTORACING Photo

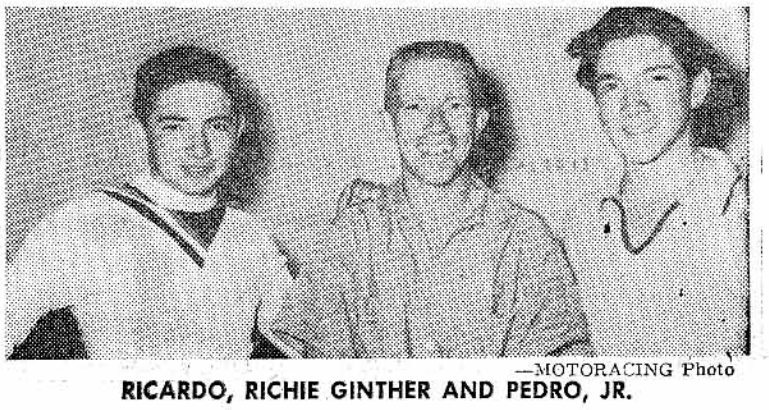
SHOPPING FOR 2-liter Ferrari Testa Rossa at Ferrari Rep. of Calif. is Pedro, left, Ricardo's older brother and noted Corvette pilot in his own right. Ricardo prefers the Porsche RS Spyder.

—MOTORACING Photo

AT PARTY given by George Cary at his home in honor of youthful Mexican phenom are, from left Pedro, Jr., the boys' mother, Sra. Rodriguez, Cary and modest Riverside winner.

—MOTORACING Photo

RICARDO DINES at party given by George Cary, SCCA race coordinator. In background is Barbara Babcock.



—MOTORACING Photo

RICARDO, RICHIE GINTHER AND PEDRO, JR.

Riverside Race Charts

CALIFORNIA SPORTS CAR CLUB
1st RUNNING RIVERSIDE INTERNATIONAL ROAD RACES
DATA ON NON-FINISHERS BY MYRA JONES
(Compiled by Long Beach MG Club; Doug Bailey, scoring marshal.)

SATURDAY, SEPT. 21

RACE 1—Prod. under 1300cc. TIME 17:00 LAPS 6 AVG. 70.6 MILES 19.65

Pos.	Car No.	Sec. Behind	Driver	Make of Car	F
1	216		Bowers, Rod	Alfa Romeo	1
2	37	6	Newitt, Thomas	Alfa Romeo	2
3	115	9	Kessinger, Chas.	Alfa Romeo	3
4	20	40	Patton, Robt.	Alfa Romeo	4
5	47	53	Dair, Jack	MGTF	5
6	237	60	Taylor, Sam	MG MkII	6
7	0	65	Honeter, Jim	MGTF	7
8	101	70	Bleak, Jack	MGTF	8
9	710	87	Dixon, Harold	MGTF	9
10	35	112	Hosch, Martin	Alfa Romeo	10
11	148	127	Davis, W. M.	MGTD MkII	11
12	103	130	Roehr, Kenneth	MGTD	12
13	3	132	Hensley, Cliff	MGTD	13
14	218	140	Armes, Harold	MGTD MkII	14
15	135	185	Steube, Wm.	MGTD	15
16	92	1L140	Gleghorn, Jack	MG MkII	16

19 starters—3DNF. Did not finish—74 Bob Trennert, MGTF, blew clutch; 156 Fred Newman, MGTD, black-flagged for leaking gas; 263 Willie West, Alfa Romeo, black-flagged, too much tire pressure, car not handling right.

RACE 2—Production 1300cc to 1600cc. TIME 16:00 LAPS 6 AVG. 73.7 MILES 19.65.

					E	F
1	113		Bracker, Lew	Porsche		1
2	192	5	Spears, George	Porsche	1	
3	219	5.1	Cadrobbi, Al	Porsche		2
4	72	23	Moore, Jimmy	Porsche		3
5	24	38	Barker, Ed	Porsche		4
6	160	51	Lawrence, John	MGA		5
7	175	53	Schulman, Robt.	MGA		6
8	19	54	Michelmore, D. D.	Porsche	2	
9	62	56	Lumkin, John	MGA		7
10	81	77	Hills, Jay	Porsche		8
11	65	101	Vandagriff, Skip	MGA		9
12	55	110	Freutel, Ed	MGA		10
13	93	112	Stephan, Vernon	MGA		11
14	30	115	Turner, Bruce	MGA		12
15	25	116	Chaffee, Jim	MGA		13
16	127	122	Selover, Ed	MGA		14
17	00	127	Davis, Loyale	MGA-BMC		15
18	153	135	Sparks, Robt.	MGA		16
19	227	144	McEniry, Mike	Porsche		17
20	269	155	Demetras, Geo.	MGA		18
21	147	195	Seflin, Art	MGA		19

24 starters—3 DNF. Did not finish—67 Bob Brigham, MGA, lost oil pressure, rod bearing?; 128 Robert Scurlock, MGA, bent front left side; 186 Herb Jackson, MGA, engine went bad on course connecting rod?

RACE 3—Production 1600 to 2700cc. TIME 15:36 LAPS 6 AVG. 75.6 MILES 19.65.

					D	E
1	195		Love, Wm.	AC Bristol		1
2	48	25	Crowder, Gordon	AC Bristol		2
3	13	48	McQuilken, D. F.	Arnolt Bristol		3
4	164	49	Windhorst, Robt.	AH 100M	1	
5	200	50	Dantzscher, Wm.	TR3		4
6	46	65	Boyle, Jack	AH	2	
7	146	66	Pryor, Hugh	AH 100M	3	
8	22	67	Bloemendaal, Gil	AH	4	
9	174	75	Hathorn, John	AH	5	
10	61	92	Levitt, Dan	TR3		5
11	85	93	Whitelock, Jerome	AH 100S	6	
12	122	114	Merrick, Clark	TR2		6
13	33	117	Morton, Art	AH	7	
14	15	119	Harris, Bob	AH	8	
15	43	137	McEachen, Jim	AC Bristol		7
16	84	169	Doushkess, Bill	TR3		8

18 starters—2 DNF. Did not Finish—228 Pat Rice, Austin-Healey, spun off course after turn 9, almost rolled down embankment across front pits; 711 Bill Dixon, Siata, hit dirt bank, collected dirt in tires, couldn't get traction on turn 9, scraped railing.

RACE 4—Production over 2700cc. TIME 14.37 LAPS 6 AVG. 80.75 MILES 19.65.

					C	D
1	58		Austin, Jerry	Corvette	1	
2	4	.1	Drake, Bob	Corvette	2	
3	137	34	Columbero, John	Mercedes		1
4	10	37	Von Kaesborg, Lek	Merc 300SL		2
5	138	42	Bates, Jack	Merc		3
6	157	47	Sturgis, Bill	Merc		4
7	112	74	Atkins, Bill	Merc		5
8	283	85	Porterfield, Andrew	Corvette	3	
9	51	86	Woods, Hugh	Corvette	4	
10	171	87	Fletcher, Robt.	Merc		6
11	130	107	Brassel, Chuck	Corvette	5	
12	111	110	Hoebbel, Al	XK120	6	
13	69	115	Weller, Bob	XK140	7	
14	221	138	Ellico, Ron	Merc		7
15	314	143	Gaskins, Bill	Corvette	8	
16	1	146	Sherrard, Geo.	XK120	9	
17	166	149	Hart, Norman	XK120M	10	

18 starters—1 DNF. Did not finish—277 Howard Bare, Corvette; bearing failure.

RACE 5—Modified under 1000cc. TIME 17:34 LAPS 6 AVG. 67.1 MILES 19.65.

					G	H
1	21		Edmiston, Walker	Crosley		1
2	73	2.5	Peron, Perry	Panhard		2
3	275	13	Burgraff, Dr.	Panhard		3
4	68	119	Starbuck, James	Moretti		4
5	196	157	McAbee, Bud	Panhard	1	
6	114	165	Wheeler, Bill	Panhard	2	
7	259	172	Verrechia, Victor	Crosley		5
8	78	1L73	Seidlitz, Carl	Citroen S/C		6
9	260	158	Verrechia, Rico	Crosley		7
10	225	2L113	Snow, Robt.	Crosley		8

11 starters—1 DNF. Did not finish—32 Bob Holbrook, Crosley, collapsed piston.

RACE 6A—Motorcycles. TIME 28:30 LAPS 10 AVG. 68.9 MILES 32.75.
L—Lightweight 165cc to 250cc, S—Senior 250cc to 500cc, O—Open over 500cc, U—Ultra Light, O—165cc, J—Junior 350cc.

					L	S	O	J	U
1	114		Parriott, Bud	Triumph Tiger 100		1			
2	25	7	McLaughlin, John	TR-AJS				1	
3	96	15	Dickerson, Marty	Vincent Grey Flash		2			
4	23	35	Pena, Geo.	Norton Manx		3			
5	22	37	Bray, Gary	Matchless G 44½		4			
6	14	80	Ellis, Geo.	Norton Manx 30M		5			
7	81	83	Juneau, Mike	Matchless G-45		6			
8	149	115	Orellly, Danny	Triumph		7			
9	93	154	Duquette, John	Puch	1				
10	5	165	Angel, Sonny	NSU	2				
11	71	184	Spear, Rick	NSU	3				
12	84	1L14	Worden, Bob	AJS 7R				2	
13	9	18	Ellis, Ron	Norton Spec				3	
14	64	32	Carroll, Dave	MV Augusta	4				
15	109	50	Woodbridge, Ken	Matchless			1		
16	102	93	Otterness, Sanford	BSA		8			
17	7	144	Wise, Gene	Maico Spec	5				
18	171	2L13	Buzanall, Buz	175 Ducati Tur	6				
19	86	94	Bakker, Bob	Ducati					1
20	8	128	Van Frey, John	MV Augusta SS					2
21	127	181	Rayborn, Calvin	Harley-Davidson					3

31 starters—10 DNF. Did not finish—2 Alan Tompkins, Norton 88", carburetor failure; 10 Leonard Layhe, Ducatti, ignition trouble; 16 Ralph White, Triumph 40, flat tire on turn 1; 69 Bob DeGray, Norton, went into turn too fast and lost it; 82 Roger, Thompson, engine failure; 89 Lyle Ottle, MM (Italian); 117 Ted Murray, Goldstar, flat tire; 120 George Faire, Velocette 500, oil tires; 133 Mike Hunt, Norton 500, ?; 154 Don Alpine, MV Agusta, ?.

(Continued on Page 7, Cols. 1-2)

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REpublic 2-8126

Ginther, 4.9 Ferrari, Hits 150.50 MPH at Riverside

RIVERSIDE ROAD RACES
September 21, 22, 1957

The following tabulates the best times recorded for cars going through the "Chrondek" timing trap located near the end of the 1.1 mile straight at Riverside. Timing by O. V. Riley. Tabulation of the LBMG Club Scoring Team.

MPH	Driver	Type of Car
150.50	Ginther, Richie	4.9 Ferrari
148.76	Thompson, Mickey	Cad Kurtis
146.81	Austin, Jerry	D-Jaguar
146.80	Woods, Pete	D-Jaguar
146.34	Daigh, Chuck	Trout-Barnes
141.95	Oker, Bob	Aston Martin
141.28	Hauser, Eric	Bal/Buick
141.06	Drake, Bob	4.9 Ferrari
138.67	Bates, Jack	Ferrari Monza
137.61	Murphy, Bill	Buick Kurtis
137.60	Pollack, Bill	Maserati
137.19	Rodriguez, R.	Porsche R. S.
137.15	Austin, Jerry	Corvette
134.73	Oker, Bob	Cooper
134.55	Dillaway, George	Aston Martin
134.32	McAfee, Jack	Porsche R. S.
133.13	Gurney, Don	Corvette
132.74	Playan, Joe	Porsche R. S.
132.15	Drake, Bob	Cooper
131.77	Kunstle, Jean	Porsche R. S.
131.57	Bates, Jack	Mercedes
130.05	Pollack, Bill	Cooper Climax
127.84	Columbero, John	Mercedes
127.84	Hoffman, Bob	Corvette
127.47	Atkins, Bill	Mercedes
127.11	Ellico, Ron	Mercedes
125.87	Sturgis, Bill	Mercedes
123.62	Fletcher, Robert	Mercedes
122.28	Nethercutt, J.	Lotus XI
121.62	Brassel, Chuck	Corvette
121.45	Lozano, Ignacio	Lotus
120.00	Monise, Frank	Lotus XI
118.26	Cadrobbi, Al	Porsche GT
117.95	Love, Wm.	AC Bristol
116.43	McEachen, Jim	AC Bristol
116.27	Knowe, Bill	Lotus XI
115.83	Gaskins, Bill	Corvette
114.94	Friedauer, Bill	AH
113.63	Crowder, Gordon	AC Bristol
112.92	Davis, John	Porsche R. S.
112.92	Hart, Norman	Jaguar 120M
112.64	McQuilken, D. F.	Arnolt Bristol
112.50	Bracker, Lew	Porsche
112.21	Boyle, Jack	AH
111.94	Whitelock, Jerome	AH 100S
111.11	Porterfield, A.	Corvette
110.15	Dantzscher, William	TR-3
109.09	Mayer, Harvey	Lotus IX
108.95	Roetner, Michael	Alfa Romeo
108.60	Bondurant, Bob	TR-2
106.76	Moore, Jimmy	Porsche
105.14	Hills, Jay	Porsche
104.28	Spears, George	Porsche
103.56	Parkinson, Jim	MGA
103.21	Wilson, Reg	Volvo
102.50	Newitt, Thomas	Alfa Romeo
102.50	Rice, Patrick	AH
102.50	Sherrerd, George	Jaguar
102.38	Dixon, Bill	Siata
101.91	Bleak, Jack	TR-3
101.80	Barker, Ed	Porsche
101.46	Schulman, Robert	MGA
101.12	Levitt, Dan	TR-3
101.12	Michelmore, D.	Porsche
101.01	Turner, Bruce	MGA
100.89	Chaffee, Jim	MGA
100.35	Conklin, Skip	Lotus IX
100.78	Patton, Robert	Alfa Romeo
100.67	West, Willie	Alfa Romeo
100.22	Bowers, Rod	Alfa Romeo
99.77	Lawrence, John	MGA
99.77	Vandagriff, Skip	MGA
99.56	Merrick, Clark	TR-2
99.55	Lumkin, John	MGA
99.55	Scurlock, Robert	MGA
99.22	Freutel, Ed	MGA
99.00	Kessinger, Charles	Alfa Romeo
99.00	Morton, Art	AH
99.00	Sparks, Robert	MGA
98.79	Selover, Ed	MGA
97.29	Stephen, Vernon	MGA
96.98	Demetras, George	MGA
96.67	Hosch, Martin	Alfa Romeo
96.45	Davis, Loyale	MGA
96.35	Sutton, Robert	Siata Sp.
94.43	Pearson, Ron	Volvo
93.16	Bleak, Jack	MGTF
92.78	Seflin, Arthur	MGA
91.83	Oker, Bob	Maserati
90.18	Taylor, Sam	MG MK II
89.82	Brigandi, Karl	Abarth Spy.
89.28	Verrecchia, Rico	Crosley
89.28	Peron, Perry	Panhard
89.19	Dair, Jack	MGTF
89.19	Durgraff, Dr.	Panhard
88.72	Edmiston, Walker	Crosley
87.71	Davis, W. M.	MGTD MK II
87.54	Gleghorn, Jack	MGTD MK II
86.70	Beavis, George	Beavis Offy
86.37	Dixon, Harold	MGTF
85.55	Honeter, Jim	MGTF
85.22	Hensley, Cliff	MGTD
84.66	Starbuck, James	Moretti
81.66	Steube, William	MGTD
81.52	Ames, Harold	MGTD MK II
81.37	Verrechia, Vic	Crosley
81.22	McEniry, Mike	Porsche Spd.
80.71	Roehr, Ken	MGTD
80.42	Jackson, Herb	MGA
79.42	McAbee, Bud	Panhard
77.54	Seidlitz, Carl	Citroen
76.72	Bucklein, Stan	Panhard
72.00	Burhop, Don	Porsche
70.47	Newman, Fred	MGTD

WOMEN

133.13	Davis, Mary	Aston Martin
130.81	Levy, Ruth	Porsche
115.97	Scott, Linda	AC Bristol
107.14	Anderson, Janet	TR-2
106.00	Windhorst, Barbara	AH 100M
100.44	Markey, Anna	TR-3
99.88	Simms, Ginny	TR-3
99.55	Shutes, Betty	Porsche
96.67	Doushkess, Ruth	TR-3
94.63	Hirsh, Joan	Volvo
91.46	Martin, Carmela	Abarth Spy.
85.47	Davis, Edna	MKTD MK II
85.47	Taylor, Nora	MGTD MK II

PRACTICE, ANYONE?

Anyone for sports car road racing practice?

The date is Sunday, Oct. 6, and the hours are 9 a.m. to 5 p.m.

Paramount Ranch must be "der place," and, in fact, is. For info on the Agoura action, telephone GRanite 8-7731.

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Riverside Race Charts

(Continued from Page 6)

RACE 6—Modified 1000cc to 1500cc. TIME 14:36 LAPS 6 AVG. 80.8 MILES 19.65.

					F	G
1	11		Rodriguez, Ricardo	Porsche RS	1	
2	249	1	Drake, Bob	Cooper Climax	2	
3	88	6	McAfee, Jack	Porsche RS	3	
4	29	26	Playan, Joe	Porsche RS	4	
5	63	28	Lozano, Ignacio	Lotus		1
6	44	37	Monise, Frank	Lotus XI		2
7	91	39	Mayer, Harvey	Lotus IX		3
8	102	59	Nethercutt, Jack	Lotus XI		4
9	53	123	Knowe, Bill	Lotus XI		5
10	116	124	Schroeder, Chuck	Lotus XI		6
11	27	129	Conklin, Skip	Lotus IX		7
12	40	135	Davis, John	Porsche RS	5	
13	169	136	Porter, John	Porsche 550	6	
14	131	137	Parkinson, Jim	MGA	7	
15	39	1L27	Sutton, Robt.	Siata Sp		8
16	214	62	Brigandi, Karl	Abarth Spy		9

20 starters—4 DNF. Did not finish—119 Robert Plass, OSCA, lower end bearing went out; 134 Don Burhop, Porsche Spec., carburetion; 136 John Biehl, Cooper Cl., hit bank on turn 6, broken frame; 151 Leon Miller, Lotus, hit bank on turn 4, demolished front end.

RACE 7—Modified over 1500 cc. TIME 13:57 LAPS 6 AVG. 84.5 MILES 19.65

					B	C	D	E
1	5		Daigh, Chuck	Troutman-Barnes	1			
2	178	1	Woods, Pete	D Jag		1		
3	49	4	Drake, Bob	Ferrari 4.9		2		
4	6	4.3	Murphy, Bill	Buick Kurtis	2			
5	211	7	Ginther, Richie	Ferrari 4.9		3		
6	133	8	Austin, Jerry	D Jag		4		
7	172	18	Thompson, Mickey	Cad-Kurtis	3			
8	38	18.5	Bates, Jack	Ferrari M.			1	
9	70	25	Hauser, Eric	Balchowsky Buick	4			
10	159	55	Dillaway, Geo.	Aston Martin			2	
11	98	62	Pollack, Bill	Maserati			3	
12	149	111	Bondurant, Bob	TR2			4	
13	59	123	Oker, Bob	Aston Martin			5	
14	9	148	Friedauer, Bill	AH			6	
15	274	1L15	Wilson, Reg	Volvo				1
16	71	71	Pearson, Ron	Volvo				2

18 starters—2 DNF. Did not finish—132 Bob Hoffman, Corvette, overheating; 808 Ronnie Dixon, T Bird, spun out, broken shock, lost clutch.

SUNDAY, SEPT. 22

RACE 8—Prod. cars MGs only. TIME 31:08 LAPS 11 AVG. 69.4 MILES 36.025

Pos.	Car No.	Sec. Behind	Driver	Make of Car	F
1	62		Lumkin, John	MGA	1
2	30	1	Turner, Bruce	MGA	2
3	65	3	Vandagriff, Skip	MGA	3
4	25	4	Chaffee, Jim	MGA	4
5	55	29	Freutel, Ed	MGA	5
6	127	61	Selover, Ed	MGA	6
7	93	64	Stephan, Vernon	MGA	7
8	00	67	Davis, Loyale	MGA BMC	8
9	47	83	Dair, Jack	MGTF	9
10	237	92	Taylor, Sam	MG MKII	10
11	0	100	Honeter, Jim	MGTF	11
12	269	113	Demetras, Geo.	MGA	12
13	92	121	Gleghorn, Jack	MG MKII	13
14	148	146	Davis, W. M.	MGTD MKII	14
15	101	170	Hart, Paul	MGTF	15
16	153	184	Sparks, Robt.	MGA	16
17	3	1L2	Hensley, Cliff	MGTD	17
18	218	9	Armes, Harold	MGTD MKII	18
19	103	37	Roehr, Kenneth	MGTD	19
20	135	120	Steube, Wm.	MGTD	20
21	234	2L42	Beard, Geo.	MGTD	21
22	156	3L36	Lynch, Joe	MGTD	22

25 starters—3 DNF. Did not finish—160 John Lawrence, MGA, flipped on turn 6; 175 Robert Schulman, MGA, involved in accident on turn 6; 710 Harold Dixon, MGTF, hit bank on turn 6, bent front left wheel and fender, sheared bolts from wheel.

RACE 9—Women. TIME 19:47 LAPS 8 AVG. 79.45 MILES 26.2

					D	E	F	G
1	188		Levy, Ruth	Porsche				1*
2	159	1	Davis, Mary	Aston Martin	1*			
3	195	101	Scott, Linda	AC Bristol		1		
4	149	137	Anderson, Janet	TR2	2*			
5	164	154	Windhorst, Barbara	AH 100M	3			
6	193	157	Shutes, Betty	Porsche		2		
7	84	1L68	Doushkess, Ruth	TR3		3		
8	71	84	Hirsh, Joan	Volvo		4*		
9	61	93	Markey, Anna	TR3		5		
10	14	95	Metzger, Carol	MGA			2	
11	237	140	Taylor, Nora	MG MKII			3	
12	214	148	Martin, Carmela	Abarth Spy				1*
13	148	2L7	Davis, Edna	MGTD MKII			4	
14	134	105	Burhop, Barbara	Porsche				2*
15	34	120	Bostic, LaRuth	AH 100/6	4			
16	114	132	Wheeler, Ione	Panhard				3*

*—Modified.
17 starters—1 DNF. Did not finish—95 Ginny Simms, TR3, hit bank on turn 6.

RACE 10—Prod. cars under 2000cc. TIME 28:14 LAPS 11 AVG. 76.5 MILES 36.025.

					E	F
1	195		Love, Wm.	AC Bristol	1	
2	219	10	*Cadrobbi, Al	Porsche GT		
3	48	12	Crowder, Gordon	AC Bristol	2	
4	113	18	Bracker, Lew	Porsche		1
5	13	59	McQuilken, D. F.	Arnolt Bristol	3	
6	200	69	Dantzscher, Wm.	TR3	4	
7	192	70	Spears, George	Porsche	5	
8	43	99	McEachen, Jim	AC Bristol	6	
9	24	124	Barker, Ed	Porsche		2
10	197	135	Roetner, Michael	Alfa Romeo		3
11	61	137	Levitt, Dan	TR3	7	
12	19	158	Michelmore, D. D.	Porsche	8	
13	37	162	Newitt, Thomas	Alfa Romeo		4
14	115	1L8	Aldhous, Frank	Alfa Romeo		5
15	20	12	Patton, Robt.	Alfa Romeo		6
16	84	47	Doushkess, Bill	TR3	9	
17	122	48	Merrick, Clark	TR2	10	
18	35	123	Hosch, Martin	Alfa Romeo		7
19	711	4L110	Dixon, Bill	Siata	11	

*—Disqualified. Not production.
23 starters—4 DNF. Did not finish—72 Jimmy Moore, Porsche, blew up transmission and engine; 81 Jay Hills, Porsche, lost tread on new tire; 227 Mike McEniry, Porsche, broken valve spring; 263 Willie West, Alfa Romeo, hit bank on last S turn.

RACE 11—Riverside Trophy Race. TIME 58:30 LAPS 25 AVG. 84.3 MILES 81.875.

					F	G
1	11		Rodriguez, Ricardo	Porsche RS	1	
2	118	13	Kunstle, Jean	Porsche RS	2	
3	29	70	Playan, Joe	Porsche RS	3	
4	88	78	McAfee, Jack	Porsche RS	4	
5	63	1L75	Lozano, Ignacio	Lotus		1
6	102	119	Nethercutt, Jack	Lotus XI		2
7	116	2L113	Schroeder, Chuck	Lotus XI		3
8	40	3L162	Davis, John	Porsche RS	5	
9	24	4L17	Barker, Ed	Porsche	6	
10	197	130	Roetner, Michael	Alfa Romeo	7*	
11	20	140	Patton, Robt.	Alfa Romeo	8*	
12	27	5L110	Conklin, Skip	Lotus IX		4
13	44	116	Monise, Frank	Lotus XI		5
14	214	10L47	Brigandi, Karl	Abarth Spy		6

*—Production.
21 starters—7 DNF. Did not finish—39 Bob Sutton, Siata, fuel pump quit; 53 Bill Knowe, Lotus, too hot; 91 Harvey Mayer, Lotus, engine froze while running 3rd in class; 115 Charles Kessinger, Alfa Romeo, car tired after previous race; 131 Jim Parkinson, MGA, overheated; 134 Don Burhop, Porsche Spec., fuel feeding problems; 249 Bob Drake, Cooper Climax, overheating.

(Continued on Page 8, Cols. 1-2)

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Myra's Clipboard

By Myra Jones

NOTES FROM THE RIVERSIDE PITS

First Running Riverside Raceway
Sept. 21-22

YES, IT WAS HOT, windy and dusty but the potential for this course is practically unlimited. Everyone seemed to agree that for a first event it was very successful.

There are still many things the management plans to do to make it more comfortable for the competitors and spectators. My congratulations to the planners on the many features which they have already incorporated (convenient pit pass gate, permanent fencing, a good water supply in the pits, adequate and comparatively safe pit area, access to the infield from the pit area, etc.)

At the drivers' meeting the officials tried to impress upon everyone that this is a course requiring skill and caution. Some of the drivers used both, but others—well, there was a lot of bent machinery at the end of the week-end. It was practically impossible to get a complete list of the dents but even so we had a higher percentage of retirements at the first Pomona. (1st Pomona, 388 starters—81 DNF=20.87% retirements; 1st Riverside, 274 starters—46 DNF=16.7% retirements.)

Some of the drivers didn't get past the practice session. For instance, the much-heralded Carroll Shelby stacked John Edgar's beautiful 4.5 Maserati into the bank on turn 6 on the first practice lap—the car was badly dented and so was Shelby but he is going to be OK.

Skip Hudson was practicing in Jean Kunstle's RS Porsche when he hit the bank. Jean rushed the car out and had it repaired in time for the races on Sunday.

During the first race Jack Gleghorn pulled into the pits with the exhaust system dragging from the bottom of his MG. Repairs were made and he finished the race almost two laps late.

Patrick Rice did a spectacular slide out of the last turn onto the front straight and slid off the course just in front of the impound area. Luckily his Austin-Healey 228 did not roll over.

Chuck Daigh was clocked at 146.39 during race 7 with the Troutman-Barnes Special.

Bill Dantzscher was having clutch trouble with Paul Bernhardt's Triumph TR3 200, but he managed a 5th place on Saturday and a sixth on Sunday.

Leon Miller made a mess of the front end of his yellow Lotus on Saturday when he hit the bank on turn 4 but he enjoyed the races on Sunday—from the top of his truck.

Don Caselton burned out a bearing in his MG 198 during practice.

Eric Hauser threw two rods through the block of the Buick engine formerly used in Max Balchowsky's 1952 Ford Special, in the middle of the back straight as he was going 140mph. He coasted over the finish line to take 9th place. Although he has a spare engine at home he decided to skip the Sunday race.

John Haggerty had spent most of his pre-race time preparing his Ferrari Mondial and at the last minute decided to race his AC Bristol 83. He had trouble at Tuesday tech with a loose tie rod and loose spokes. These were corrected but during practice he discovered he had a warped cylinder head.

Willie West from San Diego has a long sad story with his 263 Alfa Romeo. On Tuesday he had a serious fire at his home and he had worked every night getting his car cleaned up for the races. During practice he stopped on the course to pick up a fellow contestant who had been stranded. The judges frowned upon this "good Samaritan" deed and he was black-flagged. (It is dangerous to stop on the course to pick up pedestrians.)

During race 1 his tires were too hard (the tire pressure gauge had given him a false reading), causing the Alfa to handle badly on the corners. Again he was black-flagged. During race 10 he was forced into the bank by another car. As he came over to explain his problems to me he fell over his trailer and took the skin off his leg!

Gil Bloemendaal blew a head gasket on his Austin-Healey 22 at the end of his race and even after a great deal of scouting around he couldn't get another one—no racing on Sunday.

Johnny Porter caused a little excitement. After practice on Sunday he brought his 169 Porsche 550 into the pits. When he shut off, the engine back-fired, causing a slight fire in the engine compartment. A couple of CO_2 bottles handled the problem neatly. Apparently some vital innards were affected because he didn't race on Sunday.

John Lumkin collided with 0 causing the fender on his 62 MGA to rub the tire. He stopped to pull it away and cut his hand in the process. The pack passed him, but he was able to work his way back up to first place. His pits report that he was picking up 3 seconds a lap.

Mary Davis was clocked at 127.29mph in the women's race.

Hugh Woods tore out the rear fender of his Corvette when he hit the guard railing on turn 9. He stopped at impound long enough for his crew to take off the rear deck and then he finished the race. The car looks a bit battered.

Skip Conklin lost an oil line on his Lotus in race 11, but he pushed his car across the finish line to take 12th place.

Joe Lubin's crew had a particularly busy day with four cars entered in eight different races. Bob Oker, George Dilloway, Bob Drake and Mary Davis took turns driving the 2 Aston Martins, Cooper Climax and the new Formula II Cooper. They took home some class awards and also had some heating problems which caused retirements.

Reg Wilson stopped in the pits to buckle down the rear deck which was flapping on his 274 Volvo. He was later black-flagged because his car

(Continued on Page 8, Cols. 4-5)

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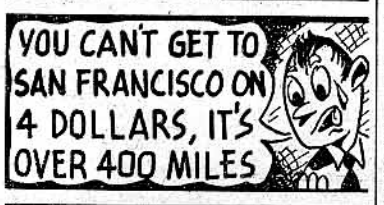

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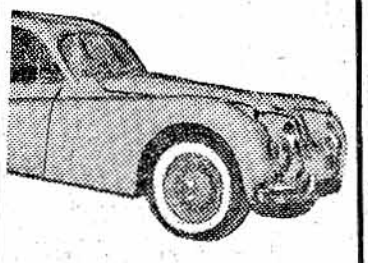

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Riverside Race Charts

(Continued from Page 7)

RACE 12—Prod. cars over 2000cc. TIME 29.12 LAPS 12 AVG. 80.75 MILES 39.3

					C	D
1	4		Gurney, Dan	Corvette	1	
2	138	29	Bates, Jack	Mercedes		1
3	137	30	Columbero, John	Mercedes		2
4	58	53	Austin, Jerry	Corvette	2	
5	221	69	Ellico, Ron	Mercedes		3
6	157	71	Sturgis, Bill	Mercedes		4
7	10	89	von Kaesborg, Lek	Merc 300SL		5
8	283	120	Porterfield, Andrew	Corvette	3	
9	171	121	Fletcher, Robt.	Mercedes		6
10	111	1L39	Hoebbel, Al	XK120	4	
11	174	61	Hathorn, John	AH		7
12	164	66	Windhorst, Robt.	AH100M		8
13	314	94	Gaskins, Bill	Corvette	5	
14	130	102	McKeown, J. W.	Corvette	6	
15	1	115	Sherrerd, Geo.	XK120	7	
16	166	116	Hart, Norman	XK120M	8	
17	228	2L27	Rice, Patrick	AH		9
18	33	32	Morton, Arthur	AH		10
19	51	3L18	Woods, Hugh	Corvette	9	

24 starters—5 DNF. Did not finish—15 Bob Harris, Austin-Healey; 46 Jack Boyle, Austin-Healey, blew water pump gasket on first lap; 69 Bob Weller, Jaguar, driver fatigue (he says); 112 Bill Atkins; Mercedes, blew head gasket; 146 Hugh Pryor, Austin-Healey, copper head gasket shrank, allowing water to blow out, overheating.

RACE 12A—Motorcyles. TIME 29:38 LAPS 11 AVG. 72.85 MILES 36.025

					Open	500	350	250	0-165
1	23		Pena, Geo.	Norton 99		1			
2	114	1	Parriott, Bud	Triumph		2			
3	14	143	Ellis, Geo.	Norton Manx 30 M		3			
4	125	152	Harper, Brooks	AJS		4			
5	69	158	DeGray, Bob	Norton Daytona 88		5			
6	25	169	McLaughlin, John	Velocette			1		
7	149	1L22	Oreilly, Danny	Triumph		6			
8	117	58	Murray, Ted	BSA Goldstar		7			
9	120	61	Fair, Geo.	Velocette Clubman		8			
10	133	81	Hunt, Mike	Norton		9			
11	7	86	Wise, Gene	Maico Spec					1
12	93	89	Duquette, John	Puch					2
13	154	101	Alpine, Don	MV Agusta					3
14	84	102	Worden, Bob	AJS7R			2		
15	109	108	Woodbridge, Ken	Matchless	1				
16	71	116	Spear, Rick	NSU					4
17	9	152	Ellis, Ron	Norton Spec			3		
18	77	2L20	Britzke, Ron	Velocette		10			
19	153	60	deBouchelle, Bob	Norton		11			
20	86	214	Bakker, Bob	Ducati					1
21	10	3L10	Leyhe, Leonard	Ducati Grand Prix					2

31 starters—10 DNF. Did not finish—2 Alan Tompkins, Norton 88, fouled plugs; 5 Sonny Angel, NSU, dropped valve gear; 16 Ralph White, Triumph, ?; 64 Dave Carrol, MV Agusta, dropped valve; 81 Mike Junnean, Matchless D45, gearbox troubles; 96 Marty Dickenson, Vincent Gray Flash, ?; 102 Sanford Otterness, BSA Goldstar, ?; 119 (Rider unlisted) ?; 127 Calvin Rayborn, Harley Davidson, ?; 171 Buz Buzanalli, 175 Ducati Turissimo, disqualified machine.

RACE 13—Los Angeles Cup Race. TIME 60.00 LAPS 26 AVG. 85.15 MILES 85.15

					B	C	D	E	F
1	211		Ginther, Richie	Ferrari 4.9		1m			
2	6	58	Murphy, Bill	Buick Kurtis	1m				
3	98	65	Pollack, Bill	Maserati			1m		
4	118	70	Kunstle, Jean	Porsche					1m
5	38	104	Bates, Jack	Ferrari M.			2m		
6	4	1L44	Gurney, Dan	Corvette		1p			
7	29	64	Playan, Joe	Porsche RS					2m
8	195	2L99	Love, Wm.	AC Bristol				1p	
9	49	150	Drake, Bob	Ferrari 4.9		2m			
10	149	3L28	Bondurant, Bob	TR2			3m		
11	159	59	Dillaway, George	Aston Martin			4m		
12	48	78	Crowder, Gordon	AC Bristol				2p	
13	274	4L113	Pearson, Ron	Volvo				1m	
14	13	183	McQuilken, D. F.	Arnolt Bristol				3p	
15	132	11L67	Hoffman, Bob	Corvette		3m			

23 starters—8 DNF. Did not finish—5 Chuck Daigh, Troutman-Barnes Special, black-flagged for illegal re-entry onto course; 9 Bill Friedauer, Austin-Healey, gearbox difficulty; 59 Bob Oker, Aston Martin, tossed rod through side of block; 71 Reg Wilson, black-flagged, car too slow for fast traffic; 133 Jerry Austin, D-Jaguar, right side scratched from scraping guard rail on turn 1, clutch failure; 172 Mickey Thompson, Cad Kurtis, transmission troubles; 178 Pete Woods, D-Jaguar, broken oil line, spilled oil from turn 8 to pits; 204 Don Hulette, Jaguar, clutch failure.

RACE 14—Modified under 1000cc, Formula II. TIME 28:32 LAPS 12 AVG. 82.6 MILES 39.3.

					G	H	II
1	16		Pollack, Bill	Cooper Cl.			1
2	349	1L113	Oker, Bob	Cooper			2
3	21	2L65	Edmiston, Walker	Crosley		1	
4	73	66	Peron, Perry	Panhard		2	
5	275	66.5	Livingston, Frank	Panhard		3	
6	259	3L123	Verrechia, Victor	Crosley		4	
7	196	155	Dean, Harold	Panhard	1		
8	114	158	Bucklein, Stan	Panhard	2		
9	78	205	Seidlitz, Carl	Citroen		5	
10	68	5L26	Starbuck, James	Moretti		6	
11	225	8L45	Snow, Robt.	Crosley		7	

13 starters—2 DNF. Did not finish—52 George Beavis, Bea[illegible] Offy, mag trouble; 260 Rico Verrechia, Crosley, ignition trouble.

274 starters, 46 DNF, 16.7% retirements.

Pacific Coast Race Standings

A second and fifth place at the Riverside races enabled Jack Bates to overtake Bob Oker in the production over-1500cc class for the major change in the 1957 Pacific Coast Racing Standings. Bates picked up 7 points. Other leaders remained the same.

Fourteen races are included—2 at Pomona, Paramount and Santa Barbara, and 1 at Palm Springs, San Diego, Hawaii, Salt Lake, Santa Rosa, Cotati, Arcata and Riverside. Points are awarded for both days of racing for the 1st 6 places on basis of 6-5-4-3-2-1.

MODIFIED OVER 1500CC

1. C. Daigh, Troutman-Barnes 51
2. Richie Ginther, Ferrari 47
3. John vonNeumann, Ferrari 39
4. Bob Drake, Ferrari 36
5. Pearce Woods, D-Jaguar 35
6. Eric Hauser, Balchowsky Buick 32
7. Carroll Shelby, Maserati 25
8. Bob Oker, Aston Martin 21
9. Jerry Austin, D-Jaguar 20
10. Phil Hill, Ferrari 20

MODIFIED UNDER 1500CC

1. Ken Miles, Porsche 95
2. Sam Weiss, Porsche 55
3. Bob Drake, Cooper Climax 51
4. Frank Monise, Lotus 42
5. J. P. Kunstle, Porsche 34
6. Jack McAfee, Porsche 31
7. Ignacio Lozano, Lotus 27
8. Jim Hughes, Lotus 17
9. Joe Plavan, Porsche 16
10. Perry Peron, Panhard 16

PRODUCTION OVER 1500CC

1. Jack Bates, 300SL 54
2. Bob Oker, AC Bristol 51
3. Gordon Crowder, AC Bristol 49
4. Bill Love, AC Bristol 42
5. George Spears, Porsche 35
6. Jim Parkinson, Austin-Healey 33
7. Jerry Austin, Corvette 32
8. Ron Ellico, 300SL 28
9. Lek von Kaesborg, 300SL 25
10. Larry Clark, Corvette 24

PRODUCTION UNDER 1500CC

1. E. Forbes-Robinson, Porsche 47
2. Lew Bracker, Porsche 41
3. Jimmy Moore, Porsche 35
4. Gary Nelson, Porsche 34
5. Ed Barker, Porsche 25
6. Willie West, Alfa 25
7. Bob Brignam, MG-A 23
8. John Lumkin, MG-A 21
9. Roy Pickering, MG-A 16
10. Walt Garlick, Alfa 14

MYRA'S CLIPBOARD

(Continued from Page 7)

couldn't keep up with the extremely fast traffic.

Chuck Daigh was evidently nervous about the new tire which he had to mount on his car after the Technical Committee refused to allow him to race with recaps (it was in the rules). Chuck kept pointing to his left rear wheel as he passed the pits. The tire finally gave out. Chuck made a pit stop and the recap was mounted. He was black-flagged for re-entering the course without an OK from the assistant starter. These rules are sometimes annoying but they are made only in the interest of safety for the drivers and spectators.

When the D-Jaguar 178, driven by **Pete Woods** broke an oil line, he spilled oil on the track from turn 8 to the pits.

Karl Brigandi kept losing water on his Abarth, 214, but daughter **Carmela** took first in class in the women's race.

Richie Ginther finished the main event without a third gear on his 4.9 Ferrari.

The Arnolt Bristol 13 was smoking badly during the main event but **D. F. McQuilken** finished the race. He later reported a blown piston on head gasket.

PLEASE — WOULD THE PERSON WHO BORROWED THE TWO JACK STANDS FROM **BILL FRIEDAUER** 9, CALL BETTY AT HO. 9-1234. Bill needs them to change wheels on his Austin-Healey.

Walker Edmiston—better known as WILLIE THE WOLF—won race 5 in his new little car (Fiat components with a Crosley engine) and then took first in class in race 14. On the cool-off lap the engine went kaput.

Many people in the pits were agreeably surprised at the good show staged by the Grand Prix motorcycle riders. They are an exceptionally fine group of people—willing to cooperate in every way—eager to present a clean appearance—and able to put on a thrilling show for the spectators.

There were 176 cars officially entered.

Some of the motorcycle boys got into trouble during practice. **Donald Bille**, riding 26 Norton Manx, went into turn 1 too fast and hit the railing. He is from Ontario. **Victor Villa**, Duarte, riding a 15" Velocette, had his motor seize during the 3rd lap and he went down in the middle of the main straight.

Jim Culleton, Duarte, riding a Puch, wen down on turn 6 when his front wheel seized.

One of the hardest-working groups of individuals were the race judges. They were stationed on the corners with practically no relief during the entire period of racing. The officials felt that the corners were too dangerous to allow the usual set of workers (communication workers, scribes, etc.) to man the posts. A special "hats off" to these fellows who "braved the elements" and did a wonderful job.

The Pacific Sports Car Sportsmanship Trophy was presented to the American Ass'n. of Grand Prix Motorcycle Riders for excellent cooperation. The ward was given to **Alan Tomkins**.

P.S.—We had a wonderful time on our vacation. We traveled 3357 miles, averaged a little over 22 miles per gallon, camped in 12 different camp sites, stayed at one motel, rode on 4 ferry boats, saw many beautiful and interesting sights in California, Oregon, Washington and Victoria. We traveled in a VW Combi with a built-in bed and kitchen. The bus is a perfect mode of transportation for this type of trip and it didn't give us one bit of trouble.

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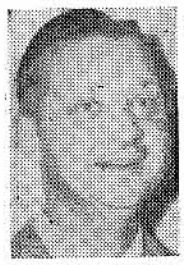

• European Scene

By W. Robert Nitske

EMERGENCE OF VANWALL PERHAPS TOP '57 FEAT

THE 1957 Grand Prix racing season came officially to an end on September 8 with the running of the 28th Italian Grand Prix at the Monza track.

Juan Manuel Fangio is again, for an unprecedented 5th time, the world's driving champion. Prior to the Monza race, the Argentinian is reported to have said that he would retire from competition at the end of this season. No confirmation of this statement is on hand as yet. Besides, a similar decision to retire has come from Fangio regularly at the end of past seasons.

Although the champion was defeated in his last race, he proved by his thrilling driving skill and the consequent spectacular victory of the German Grand Prix on the demanding Nurburgring that he is still easily the best driver of the entire group, despite his advanced age (47).

Due to the cancellations of the Belgian and Swiss Grands Prix championship events, the 1957 season was a short one. However, the required minimum of five races was run. Many minor Grands Prix, not counting toward the championship, were made interesting by the active participation of factory teams.

THREE FOR FANGIO

Fangio won three of the Grandes Epreuves, the Monaco, French, and German, and placed second once, in the Italian.

Stirling Moss, driving the Vanwall, won two of the championship races, the British and the Italian Grands Prix. This would make the young Britisher appear to be the second best driver, after Fangio; a well-deserved position. It seems that on occasions Moss is actually faster than Fangio, as on such fast circuits as Monza and Pescara, but it might well be that the Vanwall was a faster car than the Maserati.

Luigi Musso has had a splendid season, placing second in the French and the British events. Mike Hawthorn, with his second places at the German and third at the British affairs, should perhaps be rated next in line. Peter Collins, apparently more cautious than last season, could do no better than capturing third positions at the French and the German Grands Prix. Others, who came across the finish line in second or third places were Brooks, who placed second at Monaco, and Gregory who placed third in the race around the houses, and von Trips, who took third with his Ferrari at Monza.

STRANGE SYSTEM

Trouble with the rating system employed above is, of course, that it does not take into account all of the important events, Grand Epreuves or not. Surely, Jean Behra had one of his better seasons, yet his name does not appear within the first three finishers in any of the championship Grands Prix.

Where do such drivers as Harry Schell, Maurice Trintignant, or the large number of promising newcomers to Grand Prix racing, stand in the rating?

Before getting bogged down in the sports car championship events, one should point out that the emergence of the Vanwall as a top contender for championship honors was perhaps the most newsworthy event of the 1957 Grand Prix season.

LAP TIMES BY RICARDO RODRIGUEZ

What kind of lap times did 15-year-old Ricardo Rodriguez, of Mexico, have in winning the under-1500cc race for modifieds over the 3.27-mile Riverside course on Saturday (6 laps) and Sunday (1-hr., 25 laps)? Here they are:

Saturday, Sept. 21

1.	2:31	4.	2:27
2.	2:27.5	5.	2:24.5
3.	2:27	6.	2:20.5

(Average speed: 80.8mph)

Sunday, Sept. 22

1.	2:28	13.	2:20
2.	2.21	14.	2:18.5
3.	2:21.5	15.	2:20
4.	2:21.5	16.	2:20
5.	2:22	17.	2:18.5
6.	2:20.5	18.	2:21
7.	2:22	19.	2:21.5
8.	2:19	20.	2:23
9.	2:18.5	21.	2:20
10.	2:17.5	22.	2:19
11.	2:21.5	23.	2:19
12.	2:18	24.	2:18.5
	25. 2:21		

(Average speed: 84.3mph)

DRIVER KILLED

(Continued from Page 1)

ed to be improving.

LEAVES 3 CHILDREN

Lawrence had been racing sports cars for 4 years, previously piloting an MGTD and an MG Special. He is survived by his widow, Cosette, and 3 children, Renee, 16; Charles, 11, and Johnny, Jr., 8.

Shelby, who leaves for London and Paris on business this week, will be inactive until the National SCCA races at Palm Springs, Nov. 2-3.

He said he was unable to see sand on the course while going through the turn at about 50mph. The Maser did not vary an inch, plowing straight into the bank, he added.

SCHOENERT TAKES ANOTHER CONCOURS

In as beautiful a setting as a concours could possibly be held, the grounds of the Huntington Sheraton Hotel, Don Schoenert, with his beautiful Aston Martin DB 2/4, took home the silver "Best of Show" award at the 3rd Annual SCCA Concours d'Elegance last Sunday.

With strong competition coming from several cars, Schoenert's win (the 4th in the last 4 concours) was even more outstanding. The reserve award went to Marion and Charlie Weber's Lancia.

The entire show was under the direction of Lindley and Ann Bothwell and was staged for the benefit of the Florence Crittenton Home. The judges, who were under the direction of Charles Tillitson and Eva Mae Johnson, were Chuck Eastman, Bill O'Bryan, Duane Alan, Howard Campbell and Strother MacMinn.

Class winners:

1A—Frank Mason—MG TC.
1B—Erma Dillinder—Austin-Healey.
Mal Doherty—Austin-Healey (tie).
1C—Beverly and Leonard Clow—Alfa Romeo.
1D—Marion and Charlie Weber—Lancia.
2A—Bob and Dolores Montgomery—V W.
2B—Stephen Geraghty—Borgward.
2C—Donald Denison—Jaguar Mk V.
2D—Don Schoenert—Aston Martin DB 2/4.
3—Terry Fraser—V W Ghia.
4—Tom Wolfe—'28 Packard.
5A—Louis Cook—'07 Maxwell.
5B—Gordon Howard—'10 Thomas Flyer.
5C—Wendell Fletcher—'19 Winton.
6—Betty and Ogden Shutes — Porsche Speedster.

RALLYE CALLED OFF

Austin-Healey Owners Club's Monte Carlo rallye to Big Sur, slated for Oct. 6, has been called off. It will be replaced by another rallye on Oct. 13.

MEXICAN ACES INVITED TO SAN DIEGO RACES

Two well-known Mexican drivers, Axel Wars and Jorge Rosado, have been invited by Race Coordinator George Cary to compete in the 6th annual Torrey Pines sports car races to be staged by the San Diego Region of the SCCA, Oct. 19-20, at Hourglass Field, San Diego.

Wars is the production over-1500cc champion of Mexico. He has been driving a T-Bird, but probably will tool a Corvette at San Diego. Rosado, editor of the magazine Velocidad, is expected to drive an Austin-Healey and Volvo.

Races will not be restricted to 2-liter cars; all classes may compete. Cary said competition is open to SCCA members and holders of recognized competition licenses of other clubs. The $15 entry fee is for all drivers, whether members or guests.

Entries close Oct. 8, and checks should be made payable to SCCA, San Diego Region, Inc., 8361 Santa Monica Blvd., L.A., Calif.

Seventy-six beautiful platter-type trophies will be awarded at the Victory banquet at the La Jollan Hotel, La Jolla.

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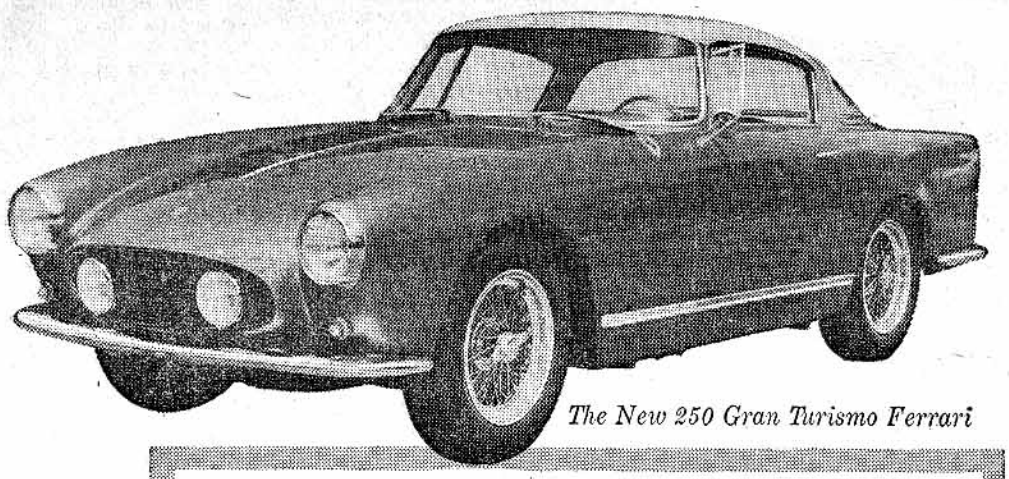

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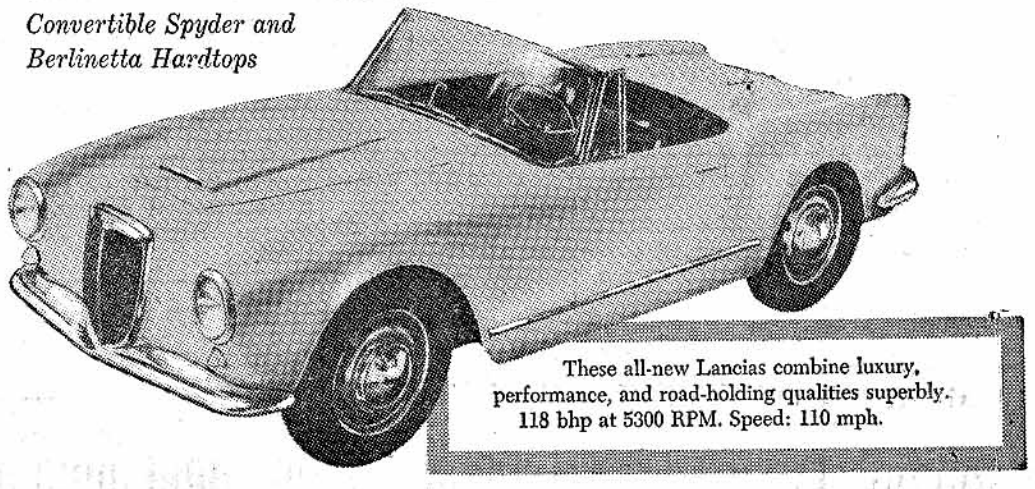

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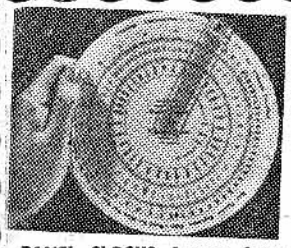

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VIGNETTES BY VIGNOLLE

(Continued from Page 3)

a production race, and "El Chamaco," who got quite a charge when this writer explained to him the American expression, "separating the men from the boys."

Totally unemotional, steely-nerved and transformed into the ultimate in precision once behind the wheel, Rodriguez had only one lament after his first taste of U.S. road racing: "Que lastima que no pudo correr el Senor Miles! (what a pity that Mr. Miles could not run").

Ginther, aided by 2 big breaks that enabled him to win the big-bore, finished 58 seconds ahead of Bill Murphy, Buick-Kurtis. Carroll Shelby, the National champion, did not race, having been rendered hors de combat when he cracked up and was injured in Edgar's big 4.5 Maserati in yesterday's practice.

But Edgar had a winner anyway in Ginther, and his 3-liter Maserati came in for 3rd place. Bill Pollack was the driver. Next came Kunstle, Porsche RS, and Jack Bates, Ferrari Monza.

Early Duel Between Woods and Daigh

Kunstle's earlier 2nd qualified him for the big-bore. It also qualified Rodriguez, but his father, Pedro, prominent Mexico City industrialist, sagely advised against going in another hour-long race.

The early going was the brutal battle between Pete Woods, in Ronnie Milosevich's D-Jaguar, and Daigh. The lead changed hands 3 times in the first 13 laps. Pete went out on the 14th with a broken oil line.

Ginther and Drake moved up and another fierce duel ensued. Richie blasted in front on the 22nd, when Daigh blew his left rear tire. After a fast pit stop he returned, but was black-flagged for what officials said was his re-entry on the course without the OK from the assistant starter.

Thrills were added upon thrills when Drake took over with 2 laps to go, but then he spun going into turn 1 and Richie was in. He finished without 3rd gear. Drake finally returned to the road, but it had been a costly bobble and he finished far down in 9th place.

★

Drivers Comment on Youth's Ability

This onlooker isn't the only Rodriguez Rhapsodist. I have talked to a lot of experienced drivers, trying to fathom the mysterious overtones shrouding this boy. How can a guy so young be so good?

Carroll Shelby, the National champion, phoned me from Dallas, where he is recovering from facial injuries suffered when he cracked up in practice at Riverside. "You know, I was hurt," he said, "so I didn't get to see him race. But I watched him practice.

"He's great—and cool as a cucumber all the time. He has that certain driving finesse that makes Fangio the champion he is. Driving to Rodriguez is just like eating an ice cream cone."

Said Richie Ginther, another ace: "It's absolutely fantastic how mature he is in his thinking. Pressure doesn't mean a thing to him and he's never flustered."

Ak Miller of Mexican Road racing fame: "I think he was actually playing with all those guys. Drivers like Ricardo pop up once in a blue moon."

E. Forbes-Robinson, who knows the sport inside out: "A lot of our boys drive as though they were in sprint races. Not Ricardo. He adheres to a definite pattern. He is not ragged or wild; he is a smooth machine. His timing is miraculous. He drives at just the exact speed at the right spot, which permits his acceleration 10 ft. sooner than the other Spyder drivers. He changes down and brakes at the same spot beautifully. He always comes out right on line. This is a definite style of driving, and Ginther is coming closest to it here. Ricardo never wastes any time by going out on a limb."

Ignacio Lozano, the Lotus pilot who was lapped by the boy Sunday: "He's as smooth as glass through the esses. His poise and calmness are amazing for a 15-year-old. He has coolness under fire—something that takes many years to develop." Lozano, by the way, called up Capt. Red Crise and got Ricardo an invitation for Bahamas Speed Week at Nassau, Dec. 1-9. The boy also has been invited to race in the Grand Prix of Venezuela at Caracas next month.

Some suggest that Taruffi must have given the boy driving lessons when the great Italian pilot was in Mexico. Others say he must have picked up valuable pointers at the Mexican road races. Quien sabe?

Anyway, let's check into his background and see how revealing it is and whether it can provide tell-tale clues.

Started Out As Bicycle Racer

Ricardo was born in Mexico City, Feb. 14, 1942, the son of Sr. and Sra. Pedro N. Rodriguez. Racing runs in the family, for his father, as a youth, was a motorcycle stunt rider.

Young Ricardo started racing bicycles at the age of 10, later took to motorcycles, becoming a National champion in Mexico. In 1955 he engaged in his first sports car race, returned to cycles the next year, when he retired, and in 1957 went into sports car racing.

At the age of 10 he raced bicycles on a quarter-mile track in Mexico City. He won a 5-lap race that earned him the National championship for his age group.

In 1953 he turned to motorcycles. He started with a 125cc mount. At that time there was no official championship classification for that size engine. He won five races.

He continued racing that cycle in 1954.

Ricardo admits that 1955 was a bad year for him. This was the year that saw his older brother, Pedro Jr. (then 15 and 2 years older than Ricardo) win a National motorcycle championship with a 250cc bike. During this time, Ricardo switched to a bigger cycle—250cc Adler. At the end of the year he bought at 650cc BSA motorcycle.

It was in 1955 that he began racing cars, driving one of the little Fiat 500 Topolinos at two road courses near Mexico City—Avandaro, where the biggest race of the Republic is held, and Puebla.

The following year, 1956, was his big year with the two-wheelers. He won the unrestricted championship. His last race was at the Hipodromo de las Americas horse race track in Mexico City, where he announced his retirement from motorcycle competition.

1957 saw his serious entry in sports car racing. He began in Gran Turismo races for small sedans. His first win this year was with a German-made 1500cc Opel at the Lago de Guadalupe circuit. He took second. Then came two firsts in the same car—at Vera Cruz and Avandaro.

Raced An OSCA at Avandaro

At the Avandaro race he also competed for the first time in

(Continued on Page 11, Cols. 1-2)

Krause Pilots D-Jag to Win

WILLOW SPRINGS, Calif., Sept. 29—Bill Krause, D-Jag, easily won the handicap main event at the 6th running of the Triple R Willow Springs road races here today. Richie Seifried, Merc-Kurtis, was 2nd and Bob Murphy, Olds Spl., took 3rd.

Johnnie Wood, top midget driver, steered Bud Goodwin's Corvette and won the Australian Pursuit in a wild finish.

Doc Hildreth Hoppe, Corvette, won the women's race after a real battle with Barbara Neiland, Jag XK120.

Summary: Prod. under 1300 cc. and 1600cc.—1. Don Stewart, MGA; 2. Fred Heffington, MGA; 3. Floyd Burt, MG TC. Prod. over 1600cc and over 2700cc—1. Bob Kudler, Jag XK 140; 2. Jon Van Rhyn, Jag XK 120; 3. Rick Kislingbury, Corvette. Sedan—1. Jim Velek, Jr., Simca; 2. Mickey Schwartz, Hillman; 3. Glenn Knox, Borgward. Women's—1. Doc Hoppe, Corvette; 2. Barbara Veiland, Jag XK 120; 3. Darlene Owens, TR-3. Mod. over and under 1500cc—1. Bill Krause, D-Jag; 2. Richie Seifried, Merc-Kurtis; 3. Don Driscoll, Buick-Spl. Consolation — 1. Bob Falcon, Jag XK 140; 2. Michael Holtby, TR-3; 3. Gene Morgan, Corvette. Australian Pursuit under 1500cc —1. Joe Occhuita, MG TD; 2. Gus O'Toole, MG TD; 3. Bob Norton, VW-Porsche Spl. Australian Pursuit over 1500cc—1. Johnnie Wood, Corvette; 2. Bob Kudler, Jag XK 140. Handicap Main Event—1. Bill Krause, D-Jag; 2. Richie Seifried, Merc-Kurtis; 3. Bob Murphy, Olds-Spl.

HANSGEN WINS AT WATKINS GLEN

WATKINS GLEN, N.Y., Sept. 21—Walt Hansgen and Bob Holbert split the laurels here today in the SCCA's 10th running of the Watkins Glen Road Races, Holbert's performance being truly sensational in a Porsche 550RS.

Hansgen, of Westfield, N.J.½ lapped all but Holbert among the 20 starters, tooling a Briggs Cunningham D-Jaguar as usual and averaging a record 84.7mph. Holbert, of Warrington, Pa., started at the field's tail end but rapidly forged ahead of much larger machines to ultimately bag second in the 44-lap Grand Prix on the 2.3-mile course.

The throng of 35,000 saw Paul O'Shea nail third in a Mercedes-Benz 300SL roadster. Holbert's 1:36.4 set a track one-lap mark, Hansgen clocking 1:36.8.

Yesterday's program was confined to an 11-lap Women's Race and practice sessions. Denise McCluggage, sports car columnist for the New York Herald-Tribune, won the five-entry distaff dicer in a borrowed Porsche 550RS, besting Suzy Dietrich, Sandusky, O., in a 550. Average was 76.4mph.

ANOTHER ONE FOR HANSGEN; PHIL HILL 3RD

BRIDGEHAMPTON, N.Y., Sept. 29—Chalking up his second major win within a week's time, Walt Hansgen, Westfield, N.J., steered the Briggs Cunningham D-Jaguar to victory on the new 3-mile Bridgehampton course here today.

Chasing him across the finish line on this Long Island strip was Charles Wallace, Chevy Chase, Mr., also in a D-Jag. Phil Hill, Santa Monica, Calif., just back from an unsuccessful venture in the Tour de France due to mechanical failure, wheeled George Tilp's 3.5 Ferrari to third.

BEHRA WINS

MODENA, Italy, Sept. 22—Jean Behra, France, won the Grand Prix of Modena here today. Luigi Musso, Italy, was 2nd in a Ferrari.

Gunning a Maserati, Behra snared both heats of the approximate 123-mile grind, timing at 1hr., 24min., 47.9sec. America's Harry Schell, Maser, was 3rd.

• The Rallye Scene

By Gail Ann Holden

1956 SCCSCC CHAMPION NAVIGATOR

THE BIG TROPHY THAT GOT AWAY

THE RALLYE winner need not explain to others just exactly how he landed his trophy, but the less successful rallyist must immediately be able to relate the reason for his failure to capture a prize. This article has been written in an attempt to interest the non-winner in the art of losing a rallye gracefully.

The following are some well-tested reasons for **not** winning a rallye:

1. The Rallyemaster goofed.
2. **My navigator goofed.**
3. My driver goofed.
4. **We were clocked in wrong at check point number one.**
5. The true times were off on leg two and leg three.
6. **The Rallyemaster must have used a microscope to find THAT sign!**
7. Instruction 10 was **not** a "T"!
8. **We were passing another car at the time and COULD NOT see the sign.**
9. My slide rule slipped.
10. **Our watch went haywire.**
11. The odometer quit working.
12. **We had the rallye won—then (poof) a flat tire!**
13. There was too much dust—blinded us for miles.
14. **My driver was stung by a bee.**
15. My navigator's glasses fell out of the car.
16. **We lost our instructions.**
17. The speeds were impossible to maintain.
18. **We got sleepy—the speeds were so slow.**
19. According to my calculations, we **WON** the rallye.
20. **There were just too many gimmicks—give me a straight navigational rallye any day.**
21. The rallye was too easy—I like a few gimmicks.
22. **We have new tires.**
23. We just went along for the ride.
24. **We had an off day. I guess—can't win 'em all!**

SAY IT WITH A SMILE

Undoubtedly the rallyist can add to this list many original and interesting reasons for losing. But it is actually unimportant what reason he gives. The secret of being a graceful loser lies in his ability to account for his failure **gracefully!**

BULLETIN: Don't forget the DOUGLAS DESERT RALLYE! Post entries **will be accepted**—$5 per car.

RALLIES

OCTOBER

5-6—Fresno SCC Night Watch Rallye, Fig Garden Village Shopping Center, Palm and Shaw Aves., Fresno, 10 p.m.
5-6—Douglas Santa Monica Desert Championship Rallye.
12—San Fernando Valley, FCCA, "Valley Rallye," 7 p.m., North Hollywood Park, 4800 N. Tujunga Ave., N. Hollywood.
12—Western SCC Nite Rallye, open.
13—ASCCH Rallye, Honolulu, Hawaii.
13—Austin-Healey Owners Club rallye.

Joyce is waiting to hear from you. Around L. A. call her up at AXminster 2-0287, or write her at Classified Dep't, 4041 Marlton Ave., L. A. 8. She can help you solve your problems.

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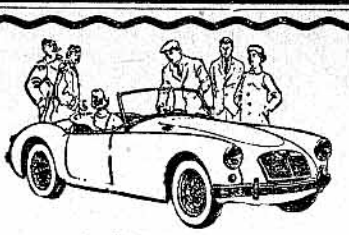

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VIGNETTES BY VIGNOLLE

(Continued from Page 10)

his 1500cc Italian-made OSCA. He took first in his class and third overall.

Then came the races at Puebla, where he was first in the Opel. At this event, he raced his Porsche RS Spyder for the first time. He finished second behind Miles.

On Sept. 15, 1957, at Torreon, Coah., Mexico, came his first great class and overall triumph in the Porsche RS. He beat out Norman Scott, Houston, Porsche RS Spyder, who took second, and Julio (El Bache) Mariscal, Mexico City, D-Jaguar.

The following week he was invited by the California Sports Car Club to compete at Riverside.

Ricardo's next race will be at Puebla this month. He will race the Opel and Porsche RS Spyder. He will close the year later by racing the Porsche RS and Opel at Cuernavaca, near Mexico City.

Ricardo is in the 9th grade in school. He aspires to be an architect. At school, he engages in American-type football and basketball. He says his hobbies are swimming and riding a motorcycle through the city and its outskirts.

"More than racing, though," says the boy, "I like girls. I'm absolutely crazy about them!"

★

And before I forget, remind me to tell you about the Al Cadrobbi Porche Carrera GT coupe that was disqualified for not being stock at Riverside. And ask me who the guy was who tried to muscle the car through all official channels as a production machine. This'll kill you!

O'Connor 100-Mile Victor at Trenton

TRENTON, N.J., Sept. 29 — Handsome Pat O'Connor, North Vernon, Ind., won the USAC 100-mile National Championship event here today with a record-setting average of 100.278mph.

Johnny Thomson, Boyertown, Pa., was second and George Amick, Venice, Calif., third. Jim Rathmann, Miami, Fla., second behind Sam Hanks of Pacific Palisades, Calif., in this year's Indy 500, protected his point standing lead by placing sixth.

1957 Foreign Car Sales Doubles '56

Foreign car sales for 1957 are a cinch to top the 200,000-unit total, double that of 1956, according to a wire dispatch.

70 TOP 100 MPH AT RIVERSDE

Of 114 cars driven by men (and a boy!) at the Riverside Raceway inaugural, 70 exceeded 100mph on the 1.1-mile straight. Speeds ranged from 150.50mph (Richie Ginther, 4.9 Ferrari) to 70.47 mph. Of 13 women drivers, 6 topped 100mph.

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BY MAIL: Send your ad to: Classified Dept., MOTORACING, 4041 Marlton Ave., Los Angeles 8, Calif.

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SPEAKING OF BUGS, Ron Pearson quotes, "A funny little bug if the flea; you can't tell a he from a she; but he can ,and she can . . . Wheeeeeee!"

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PORSCHE 1600 CONVERT. Excellent condition. Black, red leather. Belts, Robbins full tonneau, radio, wheel discs, shop manual, many spares, side mirror. No races/wrecks. $3890. Frank Manley, 2408 Morningside Rd., Topeka, Kans., Ph. CEntral 4-9763.

1954 OSCA MT-4. Broken engine but a multitude of spare parts and tires. Body and running gear excellent. $2200. Imported Motors, 5874 Dorr St., Toledo 7, Ohio.

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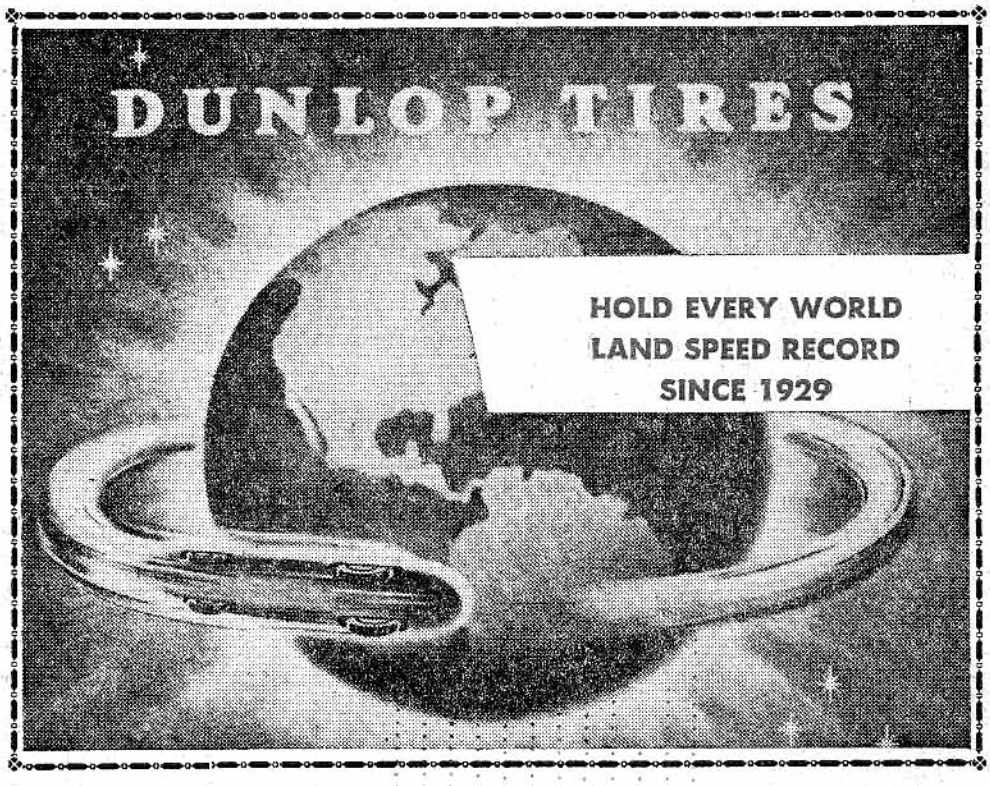

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